

*Peabody Institute*

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## Hon. Samuel Sloan.

The men who have won for themselves positions of leadership in our important industries and have become prominently identified with the development of the resources of our country, have much in their careers of great interest to the reading as well as to the commercial public; and sketches of their lives, whether they contain much or little of the marvelous as they appear in type, are among the attractive features of modern journalism. The *Hour* has appreciated this feature and turned it most cleverly to account in its weekly pen and cartoon portraits of prominent men of the time. Hon. Samuel Sloan, the widely known railroad man and leader in the coal transportation and coal mining interests, was recently the subject of one of these sprightly sketches, of which we publish the larger part.

"Mr. Sloan was born in the north of Ireland; that borderland where Scotch shrewdness and Irish quickness have amalgamated. His parents, dissatisfied with their prospects in the little town of Lisburn, a few miles distant from Belfast, came to America when their now famous son had reached the immature age of two years. This was in 1819—for young Samuel was born on Christmas Day in 1817—but years before, when the troubles of 1798 were convulsing Ireland, several members of the Sloan family had emigrated to Kentucky, where they were distinguished for their intense love of liberty and republican institutions. After a fair education at the first public school in New York, young Sloan was sent to the Grammar School of Columbia College. There he studied until his fifteenth year, when the sudden death of his father, William Sloan, obliged him to turn his attention to some practical method of helping his widowed mother, who was left poorly off and with a large family. At that time one of the largest and most respectable importing houses in New York was that of McBride & Company. For almost half a century James McBride, the founder of the house, had been engaged in the Irish and English trade and had acquired an enviable reputation for the integrity of his character and

the honorable nature of his business transactions. It was in his counting-house that Mr. Sloan made his entry into business, and he remained there as a clerk until 1845, when his great business ability secured him a junior partnership in the firm under the name of George McBride, Jr., & Co. This firm was dissolved in 1857, but, two years previous, Mr. Sloan had retired from business. His principal reason for thus retiring was his election as a President of the Hudson River Railroad in 1855, and the necessity for applying his entire energies to the interests of that company. When he accepted the Presidency the stock was selling at seventeen dollars a share, and when, in 1867, he, and the directors associated with him, resigned, the stock was being eagerly bought at one hundred and forty dollars a share and paying a handsome dividend, notwithstanding the competition of the Harlem Road and the strong ill-will shown by the management of the New York Central Railway towards the Hudson River Road. His services as President of the road were so thoroughly appreciated that in 1864 the Board of Directors presented him with a magnificent silver service of plate worth \$7,500.

"During these busy years, Mr. Sloan, although averse to entering political life, was mixed up in several important movements. In 1852 he was elected Supervisor of Kings County, and in the following year he was appointed one of the commissioners to draw up a charter for the consolidation of Brooklyn and Bushwick. It is needless to say that he discharged the duties of his office with entire satisfaction to his constituents. In 1852 he was persuaded to become a candidate for nomination in the Democratic Congressional Convention of his district, but, in spite of the favorable feeling of a majority of the delegates, he was defeated by two votes. In 1857 the Democrats of the Second Senatorial District urged him so strongly to oppose the Hon. Abijah Mann, Jr., who enjoyed a high reputation in a strong Republican district, that Mr. Sloan was induced to enter political life once more. He was elected State Senator by a large majority, and distinguished himself during his term by

his sound common sense and thorough knowledge of business.

"Mr. Sloan's first connection with the Delaware, Lackawanna and Western Railway, of which he is now the able President, was in 1864, when he was elected a Director. When he accepted the Presidency in 1869, the Delaware, Lackawanna and Western had no outlet or connection, except by way of the New Jersey Central at the junction. Since then Mr. Sloan has not been idle, and by leasing the Morris and Essex Railroad from Washington, N. J., to New York City, the great coal road acquired a through connection with tide water. Several other important connections have been made—notably the acquisition of a controlling interest in the Syracuse and Binghamton Road and the leases of the Oswego and Syracuse and the Utica, Chenango and Susquehanna Railroads. His great capacity for railroad management has always made Mr. Sloan an acquisition on the boards of railroads. Many other roads—of some of which he is now president—in whose management he is and has been actively interested, are the Michigan Central, the International and Great Northern of Texas, the Rome, Watertown and Ogdensburg, the Marquette, Houghton and Ontonagon, and the Fort Wayne and Jackson Roads. Outside of railroad enterprises, Mr. Sloan is in great demand as a director for banks and trust companies. He has been for many years upon the board of the United States and the Farmers Loan and Trust Companies, the City Bank, the Bank of the Metropolis, and he is the founder and is still a director of the Mechanics' Bank of Brooklyn and of the Mechanics' Insurance Company.

"Mr. Sloan married in the Spring of 1844 Miss Margaret Elmendorf, a member of one of the most prominent families of Somerset County, New Jersey. He is the father of eight children and four little ones call him grandfather. He is a member of the Dutch Reformed Church, and has always been actively connected with the various benevolent institutions of this city. Among other institutions in which he is interested is the Long Island College Hospital. This admirable institution owes its

organization as well as the beautiful property on which it is situated to Mr. Sloan's fostering care. He was the first President of this hospital, where the school or clinic practice which is now generally adopted was first introduced in this country."

#### Financial Law.

**Negotiable Instrument—Payment of Debt by Check—Loss of Check—Certified Check—Payment on Forged Indorsement—Right and Liabilities of Parties.**

Where a party pays his own debt by a check to the order of his creditor or of a party nominated by his creditor, he can be called upon to pay it again in case the creditor loses or is defrauded of the check and it is paid to the finder or fraudulent holder on a forged indorsement. And the case is not varied by the circumstance that the check was certified after delivery and before payment, it not being shown that such certification was procured by the creditor to whom the check was given or by the payee of the check. If the check had been lost and the finder had procured it to be certified and forged the indorsement, the certification would not be binding upon the bank nor affect the rights of the parties after it had been surrendered. It is only in case the true owner of the check has received the certification that recourse can be had upon it against the certifying bank notwithstanding the subsequent loss of the check and the payment upon the forged indorsement. In this case where plaintiff received a check to the order of H. from the defendants on the M. bank, and this check was certified by the M. bank and afterward paid upon a forged indorsement, the amount of the check having been charged by defendant against plaintiff and by them settled, held, that defendant was liable to plaintiffs for the amount of the check, it not appearing that the certification was obtained by plaintiffs or their agent, or that the claim of defendants upon the M. bank for the check had been barred by the statute of limitation. It is well settled that a bank paying upon a forged indorsement must bear the loss and cannot charge to a depositor. Judgment affirmed. *Thompson et al. v. Bank of British North America*, appellants. Opinion by Rapallo, J.

[Decided Sept. 21, 1880.]

N. Y. Court of Appeals.

**Public Policy—Money Paid by Third Person to Creditor to Induce Him to Join in Compromise not Recoverable.**

Plaintiff, to induce defendants to unite with other creditors of the firm of N. & B., in the composition of its debts, gave to them his negotiable note for a portion of the debt due defendants, beyond the amount to be paid by the composition agreement. Defendants signed the agreement, transferred the note to a bona fide holder, and plaintiff having been compelled to pay it brought this action to recover the amount paid. The complaint alleged that plaintiff was a brother-in-law of N., a member of the firm named, had an affection for him and was solicitous to aid him, and that defendants, knowing of these facts, took an unfair advantage and extorted the giving of the note. Held, that the action was not maintainable. The composition agreement is an

agreement between creditors; and a secret agreement by which a friend of the debtor undertakes to pay one creditor more than his pro rata share to induce him to join in the composition, is as much a fraud upon the other creditors as if the agreement was directly between the debtor and such creditor. If the defendants were plaintiff, seeking to enforce the note, it is clear that they could not recover. *Cockshott v. Bennett*, 2 Term Rep. 768; *Leicester v. Rose*, 4 East, 372. But if plaintiff has voluntarily paid the note he could not, according to the general principle applicable to executed contracts, void for illegality, have maintained an action to recover back the money paid. *Nellis v. Clark*, 4 Hill, 424. It was claimed that the general rule did not apply to money paid by the debtor or in his behalf, in pursuance of a secret agreement exacted by the creditor, in fraud of the composition, and the cases of *Smith v. Bromley*, 2 Doug. 696; *Smith v. Cuff*, 6 M. & S. 160, and *Atkinson v. Denby*, 7 H. & N. 984, were relied upon to sustain this claim. But these cases go no further than to hold that the debtor himself, or a near relative, who, out of compassion for him, pays the money upon the exaction of the creditor as a condition of his signing the composition, may be regarded as having paid under duress and as not equally criminal with the creditor. They cannot be upheld on the ground simply that such payment was against public policy. It was conceded by Lord Mansfield, in *Smith v. Bromley*, that where both parties are equally criminal against the general laws of public policy the rule is potior est conditio defendentis. Lord Kenyon said, in *Howson v. Hancock*, 8 Term Rep. 575: "There is no case where money has been actually paid by one of two parties to the other upon an illegal contract, both being participes criminis, where an action has been maintained to recover it back." It is said in *Cro. Jac.* 187, that "a man shall not avoid his deed by duress of a stranger." This rule was applied in *Robinson v. Gould*, 11 Cush. 57, where a surety sought to plead the duress of his principal. The rule has been modified so as to allow a father to plead the duress of his child, or a husband the duress of his wife, or a child that of his parent. *Wayne v. Sands*, 1 Freeman, 161; *Bayley v. Clare*, 2 Browne, 276; 1 Rolle's Abr. 687; *Jacobs' L. Dict.*, "Duress." Plaintiff, in the case at bar, was in pari delicto with defendants, being only remotely related by marriage to the debtor. Plaintiff cannot complain that defendants negotiated the note so as to shut out the equities, as the words of negotiability therein show that its negotiation was contemplated when it was given. Judgment affirmed. *Solinger, appellant, v. Earle*. Opinion by Andrews, J.

[Decided Nov. 9, 1880.]

**Indorsement—When Holder of Negotiable Instrument cannot Recover from Accommodation Indorser.**

*Weller & Son* made a negotiable note payable to Callahan. Callahan indorsed his name on the back of the note and returned it to them, and they presented it at a bank and had it discounted for their own benefit. Held that the bank could not recover against Callahan. The law will not presume that he indorsed it for accommodation, but will presume that it was paid. *Long v. Bank,*

1 Litt. 290; *Beebe v. Real Estate Bank*, 4 Ark. 546; *Bank v. Hammett*, 50 N. Y. 156. The cases holding the indorser liable were so held upon facts being established, distinctly showing the indorsement was made for the accommodation of the person by whom it was delivered to the holder. *Woolfork v. Bank*, 10 Buss. 504; *Young v. Harris*, 14 B. Monr. 556; *Rogers v. Paston*, 1 Metc. 643. Kentucky Court of Appeals, October 12, 1880. *Callahan v. First National Bank of Louisville*. Opinion by Osler, C. J. When the Indorser of a Note after Maturity is not Liable.

The indorsement of a note after maturity is in effect the drawing of a new bill, payable on demand; and to hold the indorser, demand and notice of non-payment are essential. *Stuart v. Redfield*, 18 Kans. 550. After the indorsement of a note after maturity, J., the indorser, held the note in his care and custody for B., the indorsee, and at her instance, from March 1, 1874, to January 11, 1875, for safe keeping in a bank of which J. was the president and cashier. The indorsee took actual possession of the note on January 11, 1875, and brought an action thereon against the maker. Failing to collect all the judgment from the maker, or the mortgaged property, on May 11, 1878, an action was brought against J., as indorser. No other demand was made than the institution of the suit on January 11, 1875, no notice of non-payment was given, and such notice was not waived. Held, that the indorser was not liable. *Braine v. Spaulding*, 52 Penn. St. 247 distinguished. Kansas Supreme Court, July term, 1880. *Shelby v. Judd*. Opinion by Horton, C. J.

A very fine new locomotive from the Brooks Locomotive Works, Dunkirk, N. Y., has been put on the Columbus and Toledo Railroad. The same works are now building fourteen engines for the Ohio Central Railroad and have already furnished that road nine engines. They also have a large order for the Lake Erie and Western Railroad. It is stated that all the roads are in great want of power, and that no shops are kept more busy at present than the Locomotive works.

John King, Jr., receiver of the Ohio and Mississippi Railway Co., has filed his report for November with the United States Court, which shows: Cash on hand November 1, \$521,361 33; receipts, \$561,093 18; disbursements, \$871,425 41; cash on hand December 1, \$211,019 10.

—The Louisville and Nashville Railroad Company has declared a semi-annual dividend of 3 per cent, payable at the office of the company, 52 Wall street, N. Y., on and after the 1st of February. The transfer books will be closed on the 22d of January and reopened on the 3d of February.

—The Camden and Ruslington County Railroad Co. has declared a semi-annual dividend of 3 per cent., payable at the office of the Pennsylvania Railroad Co. on and after the 3d of January.

—The Housatonic Railroad Co. has declared a dividend of \$2 per share on the preferred stock, payable at the office of the company in Bridgeport, Conn., on the 15th inst.

—The Portland (Me.) Horse Railroad Co. has declared an annual dividend of 5 per cent, payable on demand.



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New York, Saturday, January 8, 1881.

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ALTERATIONS and improvements being made in the tables, which are weekly features of the JOURNAL, necessitate the temporary withdrawal of part of them. In the Bond List alterations are desirable, owing to changes among the roads, consolidations, etc., since our tables were revised. The Share List is naturally corrected at this season of the year, and as this is the time when much of the necessary information comes to us from our correspondents and from the railroads, the table, if published now, could not be as symmetrical and complete as we would wish. On these accounts we withhold these two tables until they are perfected and made of greater value than ever before, to accomplish which no efforts will be spared. We have added several important features to the JOURNAL recently and it seems desirable now that some of our tables should appear semi-monthly, monthly and quarterly instead of weekly, thus giving us an opportunity to lay before our readers more information and a greater variety each week. We shall announce the tables as they are to appear from week to week. The table of contents always gives those in the current number, and in future by referring to the files of the JOURNAL any of its tables desired can readily be found, and they will contain as late information as though appearing in each number, as we do not intend to withhold any tables that are of weekly interest. While adding new features

to the JOURNAL, our aim is to retain and improve the old ones.

THE office of the AMERICAN RAILROAD JOURNAL is removed this week from 31 Park Row to 23 Liberty Street.

INVESTORS at home and abroad are seeking American railroad bonds and shares with an unabated eagerness; in fact, with an eagerness which increases as the year opens. The decrease in the interest of \$600,000,000 United States bonds, perhaps, to three or three and one-half per cent has undoubtedly a strong influence on the market, but a stronger influence is found in the unprecedented prosperity of the last year with railroads, and the promising prospects ahead.

THE South Carolina railroads make an encouraging showing as to increase in business and earnings. The recent report of Railroad Commissioner Bonham states that there are seventeen railroads in operation in the State, with a total length, exclusive of sidings, of 1,407½ miles. The total expense for running these for 1880 was \$3,585,766; the total income was \$4,943,074; net earnings, \$1,357,307. Last year the total expense was \$3,098,346; gross income, \$4,008,802; net earnings, \$910,546; thus showing not only an increase or business amounting to nearly 25 per cent, but an increase of profit of nearly 50 per cent.

MR. THOMAS BAYLEY POTTER, a member of the British Parliament, has written a letter to an Ohio stock dealer concerning the importation of cattle into England, in which he says he is confident there is no intention on the part of Lord Spencer to check the importation of American cattle on protectionist grounds. He expresses his belief that the matter now rests upon the precautions taken to secure the health of the animals and to exempt them from risk of disease in transit to the coast, and says that he will be glad if due care and attention to these matters should justify him in giving to the British consumers the advantages of a cheap and healthy supply of so necessary a commodity.

THE YEAR just begun promises to be one of the most active periods of railroad construction our country has ever known. This is readily apparent when the number of projects started last year is considered, and when it is remembered that so many of them are already provided with capital and well under way. The prosperity of the country, our Governmental relations, the general good feeling, and all the conditions, point most clearly to the opening of spring as the commencement of a very busy season among railroad builders and projectors. In 1880, \$175,000,000 was used in constructing railroads in this country, or \$30,000 per mile for 5,839 miles of new railroad built last

year. It would not be surprising to see these figures raised fifty per cent in 1881.

AN ILLUSTRATION of railroads and railroad tariffs regulating themselves in natural ways, is forcibly shown in the fact that within seven years two of our leading trunk lines have reduced their freight charges voluntarily about one-half. In 1873 the Erie Railway and the New York Central and Hudson River Railroad were receiving on an average about one cent and a half for carrying a ton of freight a mile. A gradual reduction from this rate was made year by year without any legislative demand, until, in 1879, it reached the low average of a little less than four-fifths of a cent per ton a mile. In 1880, with railroads having more than they could handle, and shippers in a mood to pay considerably advanced rates, if necessary, the average rate of these two lines was less than nine-tenths of a cent.

## Personal.

—General Charles B. Stuart, a widely-known civil engineer, died at Cleveland, Ohio, Tuesday.

—Judge John Moses has been appointed Secretary of the Illinois Railroad Commission.

—Mr. George F. Brown has been appointed general superintendent of the Pullman Palace Car Company.

—President Billings, of the Northern Pacific Railroad Co., is stopping at the Brevoort House.

—Mr. Charles Hamilton succeeds Mr. L. M. Johnson as general superintendent of the Cairo and St. Louis Railroad.

—Mr. James A. Milholland is the recently-appointed general manager of the Georges Creek and Cumberland Railroad.

—Mr. Cornelius J. Vanderbilt celebrated his fiftieth birthday during the holidays with a dinner given to a number of friends.

—President Hagerty, in behalf of the Citizens' Railroad Co., of Baltimore, gave a New Year's dinner to all the employees of that company.

—Mr. Charles F. Mayer has been re-elected president, and Mr. Charles W. Keim secretary of the Cumberland and Pennsylvania Railroad Company.

—Mr. M. W. H. Caniff has been appointed superintendent of the Lansing division of the Lake Shore and Michigan Southern Railroad.

—Mr. J. C. Flood gave \$6,000 to various charitable societies in San Francisco on Christmas Day. Protestants, Catholics and Hebrews shared alike.

—Mr. C. B. Parke has been appointed Secretary to Mr. C. H. Hudson, general manager of the trans-Ohio Division of the Baltimore and Ohio Railroad. Mr. Parke was formerly connected with the Pullman Palace Car Co.

—Mr. T. J. Anderson, upon resigning the position of general agent at Kansas City, of the Atchison, Topeka and Santa Fe Railroad, to take his seat in the legislature, received a very complimentary letter from the officers of the company.

—Messrs. Wm. T. Dixon, Eugene Levering, John E. Hurst, W. H. Baldwin and D. J. Joley have been appointed on the part of the Merchants and Manufacturers' Association of Baltimore to urge in Congress an appropriation for the Maryland and Delaware ship canal.

—Among the appointments on the Baltimore and Ohio Railroad taking effect January 1st were Mr. S. R.

Johnson as master of road of the main stem, Mr. Joseph L. Kirk assistant auditor, at Camden Station, and Mr. W. B. Harrison as master mechanic at Newark.

—The death of Mr. Frederick Probst, of the well-known banking house of Frederick Probst & Co., left Mr. Henry Volckman the surviving member of the firm. He has taken Mr. Adolph Victor into partnership, and the business will be continued under the old firm name.

—Miss Betsey Roath, who died last week at Greenville, Conn., at the age of one hundred years and four months, had never stepped upon a steam car, though she had three nephews who were conductors and three who were engineers, and she had lived for forty years, near the track of the Norwich and Worcester Railroad.

—Mr. Wm. P. Granger, a prominent Massachusetts civil engineer, has received the appointment of engineer to the Hoosac Tunnel Dock and Elevator Co., Boston. Mr. Granger has been conspicuously identified with several important railroad enterprises, including the Troy and Greenfield Railroad and Hoosac Tunnel, the Boston, Hoosac Tunnel and Western Railway, and the Massachusetts Central Railroad.

—Dr. T. S. Lambert is the inventor of a new track intended to be laid in crowded city streets to facilitate wagon travel by turning the wheels into wide-grooved rails, about half an inch deep, with edges flush with the pavement. The Groove Track Pavement Co. has been organized, with Mr. Jos. B. Brown as president, and permission has been asked of the Board of Aldermen of this city to lay a section on Broadway.

#### Organization.

—Messrs. Jay Gould, Russell Sage, Sidney Dillon and Frederick L. Ames, of Boston, are the newly-elected directors of the St. Louis, Iron Mountain and Southern Railroad Company.

—The following changes were announced among the officers of the Indianapolis and St. Louis Railroad, Jan. 1st: C. C. Gale, superintendent, vice E. B. McClure, resigned; H. W. Gays, general freight agent, vice J. Noyes, resigned; A. J. Smith, general passenger agent, vice B. M. Kendrick, resigned.

—The incorporators of the new Baltimore, Cincinnati and Western Railroad Company are Messrs. W. S. Carroll, Tellfair C. Marriott, Allen Bowie Davis, Edward D. McConkey, of Maryland, and William H. Schoenberger and Thomas L. Young, of Ohio. Governor Thomas L. Young is Chairman, and E. D. McConkey Secretary of the incorporators and stockholders.

—A meeting of the directors of the Long Island Railroad Company was held Dec. 31st, and the following members of the board were elected, in place of eight directors, resigned: Messrs. Austin Corbin, D. C. Corbin, B. S. Henning, William Bond, Demas Barnes, John P. Townsend, Alfred Sully, and Henry W. Maxwell. Mr. Austin Corbin was elected president, and Mr. B. S. Henning vice-president.

—A consolidation has been effected between the Evansville Local Trade, the Lake Erie, Evansville and Southwestern, reorganized, and the Cincinnati, Rockport and Southwestern Railroad companies under the name of the Evansville, Rockport and Eastern Railway Company. The new line embraces seventy-three miles of completed road, and connects Evansville with Rockport, Jasper, Huntingburg and intermediate towns.

—J. M. Culp is now general freight agent, and A. Broadus, assistant general freight agent of the Louisville and Nashville R.R. B. F. Blue succeeds Broad-

us as general freight agent of the St. Louis division. The duties of J. W. Thomas, general superintendent of the Nashville, Chattanooga and St. Louis Railway, requiring all his time, he has resigned the general superintendency of the Henderson and St. Louis divisions of the Louisville and Nashville Railroad. James Montgomery has been appointed superintendent in full charge of the above divisions.

—The passenger organization of the Union Pacific Railroad Company is as follows since January 1st:—J. W. Morse, general passenger agent, Omaha; D. W. Hitchcock, general western agent, San Francisco; M. T. Dennis, New England agent, Boston; F. Knowland, general eastern agent, New York; A. A. Knowles, Joseph S. Smith, traveling agents, Boston; G. W. Keelan, traveling agent, New York, H. D. Price, traveling agent, Montreal; F. M. Funk, traveling agent, Philadelphia; D. E. Burley, traveling agent, Baltimore; D. C. Blackman, traveling agent, Buffalo; J. S. Hodsdon, gen'l agent, Chicago; W. P. Cooley and D. B. Quinlan, traveling agents, Chicago; J. P. Griswold, traveling agent, Detroit; N. C. Treat, traveling agent, Quincy; D. Welsh, general agent, Cincinnati; James F. Aglar, general agent, and Thomas H. Workman, traveling agent, St. Louis; N. Haight, traveling agent, Louisville, Ky.; M. H. Judd, traveling agent, Omaha and Council Bluffs; A. O. Griswold, general agent, Cleveland, O.; J. H. Martin, traveling agent, Indianapolis; R. J. Shapley, traveling agent, Harrisburg, Pa.; J. B. Reese, Thos. A. Shaw, traveling agents, Kansas City; George Ady, general agent, Denver; D. E. Cornell, general agent passenger and ticket department, Kansas City; Jos. Hanson, general agent, St. Joseph; F. R. McConnell, general agent, Salt Lake; T. H. Russell, passenger agent, Deadwood, Dakota.

#### Construction.

—Two through passenger trains on the Ohio and West Virginia Railroad began running between Columbus and Pomeroy, Jan. 1st.

—As soon as the weather permits, it is planned to lay a second track on the Lake Shore and Michigan Southern Railroad, between Laporte and Chicago.

—A union depot and hotel has been completed at Logan, Ohio, by the Columbus and Hocking Valley Railroad Co.

—Work on the grading of the first eighteen miles, from San Diego, of the California Southern Railroad, was commenced December 20th.

—It is proposed to build another bridge across the Missouri at Omaha, to be used for railroad trains and foot passengers.

—It is said that the Texas, Santa Fe and Northern Railroad Company will push work at once upon the San Juan division to hasten a connection with the Denver and Rio Grande.

—Two engineers, three officers of the staff and a physician, have been ordered by the Mexican Government to accompany Captain Eads on his surveying tour over the Isthmus of Tehuantepec.

—Messrs. Houston & Neal have the contract for building the first seven miles of the Cincinnati Northern Railroad from Cincinnati to Lebanon, Ohio. The road is to be continued to Dayton.

—Ground was broken at Reno, Nevada, Dec. 22, for the Nevada and Oregon Railroad, Governor Woods the vice-president, says the contracts are made and work will be pushed at once.

—Plans are under way for building a railroad from Elton, Cecil Co., Md., to Middleton, Del., a distance of a little over 12 miles. The road is designed expressly for the interests of Baltimore, the Eastern shore, and the lower counties of Delaware.

—The Baltimore and Cumberland Valley Railroad, which is to be extended to Shippensburg, will very likely be further extended to Newville, Cumberland Co., Pa., and to Doubling Gap Springs, a summer resort which, with railroad facilities, would be expected to draw a liberal Eastern and Southern patronage.

—It is expected that the contracts for the construction of the Baltimore, Cincinnati and Western Railroad will be closed this month, and work begun in February. The road is to be 571 miles in length, crossing the Ohio river above Ironton, in the southeastern part of Ohio, and making a direct line to Portsmouth, on the Ohio river.

—It is said that the iron viaduct which the New Haven and Northampton Railroad Company propose to erect across South River in Conway, for the extension of the road, is the largest viaduct by far in New England. It is to be 550 feet long. The whole depth, from the top of the iron work to the bottom of the piers, is 146 feet, of which 120 feet is of iron. The iron is already shipped, and workmen will soon be erecting it.

—It is more than likely that Rochester and Fulton county, Indiana, will have an east and west railroad before the close of this year. The project has been talked of for twenty-five years. In fact, four or five lines have been run through the county during that time, but none seemed so promising as this one. This line is the Chicago branch of the New York, Pennsylvania and Ohio Railroad. It leaves the old line at a point somewhere east of Kenton, O. The engineers left Indianapolis for Chicago last Friday to locate the line.—[Pittsburgh Chronicle.]

—The New Sharon, Coal Valley and Eastern Railroad, Iowa, project has its affairs now in promising shape, and it is expected that work on the construction of the road will be pushed in the spring. The road is to run southeast from New Sharon, in Milwaukee county, across Skunk River, a few miles below Indianapolis, thence to Delta, Xoka, Fairfield, Salem, to the Mississippi River at Keokuk. Northwest from New Sharon it will run to Lynville, cross the Chicago and Rock Island at Newton, the Chicago and Northwestern at Colo, thence into Dakota. It will run through valuable coal fields in Iowa, and into the regions of Dakota, where the coal supply of this section is now much needed. The officers of the company are: President, David Morgan, New Sharon; vice president, O. G. Drew; secretary, E. C. Ogg; Treasurer, S. L. Cook.

—The St. Louis and Texas Narrow Gauge Railroad, being built from Texarkana to Waco, Texas, will probably be extended from the former point to Cairo, Ill., where it will connect with a narrow gauge railroad to St. Louis. Other plans connected with this narrow gauge system will include the extension of the road from Waco to the Rio Grande, to connect with the Palmer-Sullivan system, which is to be constructed to the City of Mexico, under concessions lately obtained by General Palmer, of the Denver and Rio Grande Railroad, from the Mexican Government. It is also in contemplation to ultimately build a narrow gauge railroad from St. Louis or Cairo to New York, and thus have a continuous narrow gauge line from the latter place to the City of Mexico. The line between Cairo and Texarkana is expected to be finished in the course of the year, as the work of construction will be pushed from both ends.

—The St. Albans Rolling Mill, after running the whole of the past year for the manufacture of steel rails from English Bessemer steel blooms, is shut down for necessary repairs preparatory to resuming operations again.



## RAILROAD EARNINGS—MONTHLY.

Atchison, Top. & San. Fe:	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1878.....	174,598	184,886	295,367	299,610	304,636	249,481	329,559	466,162	420,521	446,529	438,583	340,932	3,950,868
1879.....	314,732	369,107	508,608	546,182	600,000	399,500	456,000	516,765	593,311	759,000	654,500	586,500	6,338,447
1880.....	473,500	444,000	668,000	692,000	677,800	747,000	657,500	673,000	809,000	.....	.....	.....	.....
Burlington, Cedar Rapids and Northern:													
1878.....	165,411	147,196	125,141	115,277	139,490	101,014	95,007	104,444	138,897	141,619	129,494	124,676	1,527,667
1879.....	117,362	97,277	111,924	100,133	116,950	110,179	107,990	122,827	154,795	171,524	147,785	176,204	1,534,949
1880.....	184,316	165,170	188,325	141,652	149,504	153,375	143,432	160,160	179,804	204,991	189,330	.....	.....
Central Pacific:													
1878.....	1,110,988	960,529	1,229,592	1,529,254	1,590,889	1,393,851	1,533,701	1,726,666	1,769,477	1,773,089	1,537,493	1,432,917	17,607,451
1879.....	1,069,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,088	1,458,833	1,556,457	1,649,430	1,809,022	1,488,142	1,335,870	17,153,163
1880.....	1,200,614	1,070,487	1,373,438	1,356,716	1,778,488	1,724,950	1,760,000	1,885,000	1,957,000	2,145,000	2,154,000	.....	.....
Chicago and Alton:													
1878.....	301,073	300,187	357,297	335,999	349,883	359,457	433,473	563,379	443,525	486,921	399,378	340,947	4,671,519
1879.....	343,737	307,381	327,370	335,394	421,937	447,754	536,843	583,832	628,811	668,163	601,101	553,014	5,755,677
1880.....	502,285	459,543	602,624	537,326	602,132	609,255	670,317	740,842	733,234	786,116	680,922	.....	.....
Chicago and Northwestern:													
1878.....	1,077,891	1,064,857	1,095,884	1,255,887	1,471,545	1,069,142	1,166,271	1,266,460	1,450,302	1,573,422	1,407,240	1,080,838	14,999,840
1879.....	1,008,321	889,623	1,107,042	1,128,894	1,433,364	1,393,087	1,314,231	1,326,957	1,716,409	1,896,073	1,558,476	1,325,895	16,098,379
1880.....	1,154,632	1,131,683	1,361,725	1,294,573	1,875,608	1,653,000	1,716,581	1,771,314	1,957,951	2,031,000	1,820,600	.....	.....
Chicago, Burl. & Quincy													
1878.....	1,045,467	911,150	1,169,831	1,118,736	1,275,516	897,090	946,427	1,632,207	1,382,123	1,368,349	1,296,082	1,070,525	14,113,503
1879.....	1,105,098	982,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,569	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880.....	1,200,238	1,180,855	1,453,611	1,260,319	1,619,227	1,434,515	1,566,661	1,610,168	1,579,465	1,599,534	.....	.....	.....
Chicago, Mil. & St. Paul:													
1878.....	705,865	666,853	663,640	784,507	798,665	636,447	647,460	522,467	676,368	823,729	809,212	716,512	8,451,768
1879.....	591,176	476,667	632,898	678,439	857,324	798,659	773,173	733,736	1,018,806	1,290,740	1,100,245	1,060,957	10,012,820
1880.....	763,000	739,000	901,000	871,000	1,135,000	1,038,000	1,026,000	991,000	1,257,000	1,494,000	1,472,000	.....	.....
Clev., Col., Cin. & Ind.:													
1878.....	333,299	215,645	264,426	267,444	269,553	258,344	273,817	262,186	333,278	336,165	336,830	277,727	3,528,714
1879.....	238,234	254,232	233,781	230,866	264,483	267,895	312,706	366,630	413,437	426,629	369,647	380,425	3,758,969
1880.....	392,632	375,619	302,787	281,650	303,906	334,742	400,332	434,164	410,103	444,104	422,123	.....	.....
Hannibal & St. Joseph:													
1878.....	135,044	124,096	160,365	138,461	136,658	137,454	133,696	214,222	231,169	222,720	207,918	178,567	2,045,450
1879.....	137,047	137,038	211,899	165,444	134,070	107,560	99,811	141,533	176,810	239,735	193,125	253,333	1,997,405
1880.....	169,320	157,566	216,327	200,059	189,125	177,861	163,484	212,896	209,068	240,359	204,116	.....	.....
Illinois Central:													
1878.....	624,659	511,386	536,409	533,838	608,527	552,706	568,031	675,889	630,356	654,840	625,201	589,312	7,111,000
1879.....	580,192	466,921	532,160	492,591	575,461	580,578	573,250	601,977	736,066	807,859	631,343	656,065	7,234,464
1880.....	536,657	582,811	619,995	544,470	626,854	643,507	691,587	698,327	797,232	860,124	720,571	.....	.....
Lake Shore & Mich. South'n:													
1878.....	1,270,143	1,077,543	1,171,838	1,057,556	1,069,215	949,797	1,027,127	1,329,672	1,269,537	1,372,199	1,221,507	1,163,631	13,979,766
1879.....	1,061,852	1,191,839	1,277,907	1,199,220	1,136,341	1,065,133	1,040,763	1,273,151	1,435,906	1,588,378	1,458,163	1,542,819	15,271,498
Mo., Kan. & Texas:													
1878.....	217,029	181,118	236,546	206,756	206,757	207,514	219,926	294,835	330,235	349,696	288,459	242,568	2,981,679
1879.....	194,454	194,856	224,559	189,218	217,833	221,892	258,659	306,330	380,759	387,701	386,086	380,028	2,343,373
1880.....	367,327	326,306	355,508	348,275	274,626	307,052	325,167	250,700	369,065	407,549	.....	.....	.....
New York Central and Hudson River:													
1878.....	2,024,812	2,210,304	2,474,392	2,214,626	2,211,010	2,022,823	2,194,423	2,546,028	2,922,396	2,898,586	2,801,835	2,846,216	.....
1879.....	2,593,612	2,317,230	2,854,834	2,782,324	2,540,997	2,653,477	2,873,316	3,022,854	3,000,627	3,095,198	3,047,541	.....	.....
1880.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York, Lake Erie & Western:													
1878.....	1,304,018	1,121,412	1,147,208	1,127,079	1,172,961	1,258,990	1,157,691	1,445,929	1,338,272	1,473,532	1,381,391	1,205,755	15,134,216
1879.....	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,457	1,713,697	1,515,835	1,398,244	16,509,121
1880.....	1,296,811	1,252,218	1,644,568	1,643,151	1,592,544	1,661,812	1,580,976	1,606,674	1,766,417	1,899,910	.....	.....	.....
Northern Central:													
1878.....	265,003	273,607	334,166	328,869	317,568	315,307	324,425	316,716	426,837	413,534	377,316	.....	.....
1880.....	334,494	330,560	415,325	386,130	329,788	419,193	450,298	453,923	464,093	512,917	459,054	.....	.....
Philadelphia and Reading:													
1878.....	610,768	482,238	658,991	903,765	1,101,497	1,267,874	854,164	1,217,543	674,113	1,205,373	1,356,831	810,891	11,144,048
1879.....	900,482	825,154	889,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,028	1,308,658	1,325,780	13,621,239
1880.....	1,239,177	1,016,278	1,404,878	1,328,661	1,307,148	1,288,168	1,169,874	1,415,834	1,877,073	1,563,794	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1878.....	375,521	341,318	344,198	283,101	270,320	254,740	299,161	348,534	409,819	583,983	535,411	468,195	4,514,321
1879.....	334,029	339,161	353,147	318,196	302,640	281,920	332,167	403,316	591,076	724,713	656,832	664,675	5,301,873
1880.....	552,615	492,450	450,620	403,300	372,290	365,300	442,000	543,555	661,400	678,200	626,725	.....	.....
Toledo, Peoria and Warsaw:													
1878.....	130,466	94,878	108,945	90,627	111,339	76,887	91,974	131,145	125,109	104,500	90,145	82,544	1,243,959
1879.....	94,907	77,824	91,256	112,375	108,879	83,224	103,843	102,282	112,374	132,372	105,099	111,951	1,242,318
1880.....	93,306	105,101	128,453	92,242	119,720	121,814	112,266	127,269	.....	.....	.....	.....	.....
Wabash, St. Louis & Pacific:													
1878.....	571,196	595,839	655,240	609,278	565,094	519,201	671,984	820,087	936,222	1,198,076	864,057	.....	.....
1880.....	760,147	762,558	982,480	890,137	946,186	952,049	1,065,080	1,185,325	1,177,134	1,526,475	1,105,616	.....	.....

## Manufacturing.

—A novelty in the way of a state-room car is being constructed by the Chicago, Burlington and Quincy Company at the Aurora shops, costing \$15,000.

—The Central Vermont car and machine shops, which usually have run on short time during the winter season, have been crowded with work and running full time this season.

—Mr. J. A. Locke, agent for Reed's sectional covering for boilers, has admitted his son to partnership. The firm name is J. A. Locke & Son, and their new place of business is 40 Courtland street, this city.

—The last of sixty-four Class I engines is building at the Pennsylvania locomotive shops at Altoona. It is expected that a number of the Class K engines

will be built early this year similar to the engine recently constructed, accredited with remarkable speed, having driving wheels five feet six inches in diameter.

—The first passenger cars ever built in this country for a Spanish railroad are now being constructed by the Harlan and Hollingsworth Co. They are of the same general style as American cars. Spanish engineers who were at the Centennial Exhibition have since sent to this country several orders for railroad equipment, including tools of American manufacture.

—Springfield, Mass., has received another important addition to its many manufacturing enterprises in the Seeger Manufacturing Co.'s Works, recently started. This company manufacture a great variety of screws of large size, under an improved method, which greatly reduces the cost of manufacture, en-

abling the company to place their goods upon the market at low prices. Mr. Edward Seeger, who has been connected with the Third National Bank of Springfield for the past twelve years, is the treasurer of the company.

—The Iron Age estimates the increase in the production of steel rails for this year at about 25 per cent, or 550,000 net tons, and locates its estimate among the different mills as follows: Edgar Thomson, 110,000; Cambria, 100,000; North Chicago, 85,000; Joliet, 85,000; Bethlehem, 85,000; Pennsylvania, 90,000; Scranton, 75,000; Troy, 70,000; Cleveland, 60,000; Union, 50,000; Vulcan, 40,000.

—The Consolidation Coal Co. of Maryland has declared a dividend of 2½ per cent.

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

See service (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

Abstract of General Balance Sheet.									
Property and Assets.				Liabilities.				Operations.	
Rolling Stock.				Accounts and Cash.				Trains Moved.	
Freight.				Stocks.				Passengers.	
B. M. E.				Bonds.				Freight.	
Engines.				Accounts.				Net.	
Gauge of Track.				Surplus Income.				Gross.	
2d Track and Sidings.				Stocks.				Dividends.	
Branch Line.				Bonds.				Market.	
Main Line.				Accounts.				Par.	
Years ending.				Assets.				P.c.	
M.				Rolling Stock.				Value of Shares.	
M.				Railroad.				Value of Shares.	
M.				Companies.				Value of Shares.	
M.				New York.				Value of Shares.	
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[illegible]

## COUNTERFEIT NOTE LIST.

**1s.**  
Boston, Mass. .... National Eagle ..... Letter A, July 1, 1865.  
(Photographed.)

**2s.**  
Kinderhook, N. Y. .... National Union ..... Letter A, July 1, 1865.  
\*Linderpark, N. Y. .... National Union ..... " " " "  
Newport, R. I. .... Nat. Bank of Rhode Island. " A, Nov. 1, 1865.  
New York, N. Y. .... Ninth ..... " A, Jan. 2, 1865.  
New York, N. Y. .... Marine ..... " A, July 1, 1865.  
New York, N. Y. .... Market ..... " " " "  
New York, N. Y. .... St. Nicholas ..... " " " "  
Peekskill, N. Y. .... Westchester County ..... " A, Aug. 15, 1865.  
Philadelphia, Pa. .... Sixth ..... " A, July 1, 1865.

**5s.**  
Amsterdam, N. Y. .... Manufacturers' ..... Letter B, April 15, 1875.  
Aurora, Ill. .... First ..... " A, Nov. 2, 1863.  
Boston, Mass. .... Globe ..... (Photographed) " C.  
Boston, Mass. .... Pacific ..... (Photographed) " B, Series, 1875.  
Canton, Ill. .... First ..... " A, May 21, 1864.  
Castleton, N. Y. .... National Bank of Castleton. " D, March 10, 1865.  
\*Cecil, Ill. .... First ..... " A, May 10, 1865.  
Chicago, Ill. .... First ..... " " " "  
Chicago, Ill. .... Central ..... " " " "  
Chicago, Ill. .... Merchants' ..... " " " "  
Chicago, Ill. .... Traders' ..... " " " "  
Chicago, Ill. .... German ..... " A, March 10, 1865.  
Chicago, Ill. .... Union ..... " " " "  
Dedham, Mass. .... Dedham ..... (Photographed) " B, Series 1875.  
Fall River, Mass. .... Pocasset ..... (Photographed) " C, Jan. 2, 1865.  
\*Galena, Ill. .... First ..... " A, May 10, 1865.  
Hanover, Pa. .... First ..... " D, Feb. 20, 1864.  
Jackson, Mich. .... People's ..... " D, Oct. 2, 1865.  
Jewett City, Conn. .... Jewett City ..... " B, Sept. 1, 1865.  
Montpelier, Vt. .... Montpelier. (Photographed) " A, Series 1875.  
New Bedford, Mass. .... Merchants' ..... " C, Feb. 14, 1865.  
No Hampton, Mass. .... First ..... " C, May 2, 1865.  
Paxton, Ill. .... First ..... " A, Oct. 20, 1871.  
Pawling, N. Y. .... National Bank of Pawling. " A, July 20, 1865.  
Peru, Ill. .... First ..... " A, June 2, 1864.  
Rome, N. Y. .... Fort Stanwix ..... " B, Sept. 1, 1865.  
Southbridge, Mass. .... Southbridge. (Photograph'd) " B, May 10, 1875.  
Tamaqua, Pa. .... First ..... " B, July 1, 1865.  
Troy, N. Y. .... National State Bank. " A, May 10, 1865.  
Virginia, Ill. .... Farmers' ..... " " " "  
Westfield, Mass. .... Hampden ..... " C & D, Aug. 1, '65.

Osage, Iowa. .... Osage National Bank. 1,751 to 2,200 560,958 to 561,407  
Pontiac, Ill. .... Nat. Bank of Pontiac. 741 to 765 252,111 to 252,135

**10s.**  
Albany, N. Y. .... Albany City ..... Letter A, July 20, 1865.  
Auburn, N. Y. .... Auburn City ..... " A, July 20, 1865.  
Buffalo, N. Y. .... Farmers and Manufacturers " A, Aug. 1, 1865.  
Lafayette, Ind. .... Lafayette ..... " A, Dec. 23, 1874.  
Lockport, N. Y. .... First ..... " A, Feb. 20, 1865.  
Muncie, Ind. .... Muncie ..... " A, Feb. 14, 1865.  
Newburgh, N. Y. .... Highland ..... " A, July 1, 1865.  
New York, N. Y. .... American ..... " A, May 12, 1865.  
New York, N. Y. .... Marine ..... " A, July 1, 1865.  
New York, N. Y. .... Market ..... " " " "  
New York, N. Y. .... Mechanics' ..... " " " "  
New York, N. Y. .... Nat. Bank of Commerce. " " " "  
New York, N. Y. .... Nat. Bank State of N. Y. " " " "  
Philadelphia, Pa. .... First ..... " B, Feb. 20, 1864.  
Philadelphia, Pa. .... Third ..... " " " "  
Poughkeepsie, N. Y. .... First ..... " A, Aug. 1, 1865.  
Poughkeepsie, N. Y. .... City ..... " A, July 4, 1865.  
Poughkeepsie, N. Y. .... Farmers and Manufacturers " A, Aug. 1, 1865.  
Red Hook, N. Y. .... First ..... " A, Feb. 20, 1865.  
Richmond, Ind. .... Richmond ..... " A, March 15, 1873.  
Rochester, N. Y. .... Flour City ..... " A, July 1, 1865.  
Rome, N. Y. .... Central ..... " A, May 12, 1865.  
Syracuse, N. Y. .... Syracuse ..... " A, Aug. 1, 1865.  
Troy, N. Y. .... Mutual ..... " A, May 10, 1865.  
Waterford, N. Y. .... Saratoga County. " A, July 1, 1865.  
Watkins, N. Y. .... Watkins ..... " A, Aug. 1, 1865.

Albany, N. Y. .... Merchants' ..... Bank No. 759 to 766 Treasury No. 45,195 to 45,202  
Barre, Vermont. .... Nat. B'k of Barre. 911 to 936 932,805 to 932,830  
Boston, Mass. .... Nat. H. & Leather. 11,919 to 11,972 22,900 to 22,953  
New York City. .... Third Nat. Bank. 9,414 to 9,428 644,416 to 644,430

**20s.**  
Indianapolis, Ind. .... First ..... Letter A, Nov. 2, 1863.  
New York, N. Y. .... First ..... " B, July 19, 1865.  
New York, N. Y. .... Market ..... " B, Jan. 19, 1865.  
New York, N. Y. .... Merchants' ..... " B, July 19, 1865.  
New York, N. Y. .... Nat. Bank of Commerce. " " " "  
New York, N. Y. .... Nat. Shoe & Leather. " " " "  
New York, N. Y. .... Tradesmen's ..... " B, " " "

Philadelphia, Pa. .... Fourth ..... Letter A, March 7, 1864.  
Portland, Conn. .... First ..... " A, May 10, 1865.  
\*Utica, N. Y. .... City ..... " B, Aug 19, 1865.  
Utica, N. Y. .... Oneida ..... " " " "  
Albany, N. Y. .... Merchants' ..... Bank No. 759 to 766 Treasury No. 45,195 to 45,202  
Barre, Vermont. .... Nat. B'k of Barre. 911 to 936 932,805 to 932,830  
Boston, Mass. .... Nat. H. & Leather. 11,919 to 11,972 22,900 to 22,953  
New York City. .... Third Nat. Bank. 9,414 to 9,428 644,416 to 644,430

**50s.**  
Buffalo, N. Y. .... Third ..... Letter A, March 10, 1865.  
New York, N. Y. .... Central ..... " A, April 15, 1864.  
New York, N. Y. .... Union ..... " A, April 15, 1864.  
New York, N. Y. .... Nat. Broadway ..... " A & C, Jan. 10, 1865  
New York, N. Y. .... Nat. Bank of Commerce. " " " "  
New York, N. Y. .... Tradesmen's ..... " A & D, April 20, '65.  
Jersey City, N. J. .... First National Bank. Bank No. 671 to 750 Treasury No. 19,009 to 19,088  
Lynn, Mass. .... National City Bank. 121 to 150 63,797 to 66,826

**100s.**  
Baltimore, Md. .... National Exchange ..... Letter.  
Boston, Mass. .... First ..... " A, Feb 2, 1864.  
Boston, Mass. .... Nat. Revere. .... " A, July 20, 1865.  
Cincinnati, Ohio. .... Ohio ..... " A, Dec. 22, 1864.  
New York, N. Y. .... Central ..... " A, April 15, 1864.  
New Bedford, Mass. .... Merchants' ..... " A, Feb. 14, 1865.  
Pittsburg, Pa. .... Nat. B'k of Commerce. .... " A, Series 1875.  
Pittsfield, Mass. .... Pittsfield ..... " A, July 20, 1865.  
Wilkesbarre, Pa. .... Second. .... " A, Nov. 2, 1863.  
Jersey City, N. J. .... First National Bank. Bank No. 671 to 750 Treasury No. 19,009 to 19,088  
Lynn, Mass. .... National City Bank. 121 to 150 63,797 to 66,826

† The date on this note is incomplete, it reads simply "U 19th, 1865."  
‡ Central National Bank altered with a pen to Union National Bank.

## COUNTERFEIT U. S. TREASURY NOTES.

1s Portrait of Chase, act July 11, 1862, dated Aug 1, 1862. B & D.  
2s Portrait of Hamilton, act July 11, 1862, dated Aug. 1, 1862. C & D.  
2s Photograph. Portrait of Jefferson; Series of 1875. Letter D, No. 8,347-504. John A. Allison, Register. A. N. Wyman, Treas.  
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1862. A.  
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1863. A.  
5s Statue of Liberty, act March 3, 1863, dated March 10, 1863. A & D.  
5s Portrait of Jackson, act March 3, 1869. Series of 1875. C & D.  
5s Photograph. Series of 1875, Number B 6058120.  
10s Portrait of Lincoln, act Feb. 25, 1862, dated March 10, 1862. B & D.  
10s Portrait of Lincoln, act March 3, 1863, dated March 10, 1863. D.  
10s Portrait of Webster. Series of 1875. Letter C.  
20s Female with shield and sword, act Feb. 25, 1862, dated March 10, 1862. A, B, C.  
20s Female with shield and sword, act Mar. 3, '63, dated Mar. 10, '63. A.  
20s Portrait of Hamilton, act March 3, 1863. Series of 1875 and '78. C. (Executed with pen and ink.)  
50s Portrait of Hamilton, act Feb. 25, 1862, dated March 10, 1862. C.  
50s Portrait of Hamilton act March 3, '63, dated Mar. 10, '63. A, B, C, D.  
50s Portrait of Clay, act March 3, 1863. Series 1869. B.  
50s Compound Interest Note, act June 30, 1864, dated July 15, 1864. C.  
100s Compound Interest Note, act June 30, 1864, dated May 15, 1865. B.  
100s Large Spread Eagle, act Feb. 25, 1862, dated March 10, 1862. B & C.  
500s Portrait of J. Q. Adams, act March 3, 1863, dated series 1869. B & C.  
1000s Portrait of Robt. Morris, act March 3, 1863, dated March 10, '62. B.  
1000s Portrait of Robt. Morris, a t March 10, 1862, dated March 10, 1863. Letter B. D.

## OTHER CHECK LETTERS.

The following is a list of banks having plates bearing check letters other than A, B, C, D:  
5s National Bank of the Republic, Boston, Mass.  
Charter number 379; Check letters E, F, G, H.  
5s Manufacturers' National Bank, Amsterdam, N. Y.  
Charter number 2219; Check letters E, F, G, H.  
5s Lycoming National Bank, Williamsport, Pa.  
Charter number 2227; Check letters E, F, G, H.  
10s } First National Bank, Hoboken, N. J.  
20s } Charter number 1444; Check letters on 10s D, E, F, and 20s B.  
20s Merchants' National Bank, New Bedford, Mass.  
Charter number 799; Check letters B, C, D, E.

## NEW ISSUE OF U. S. TREASURY NOTES

## NOT COUNTERFEITED.

1s In centre is portrait of George Washington.  
2s Portrait of Thomas Jefferson.  
5s Portrait of Andrew Jackson.\*  
10s Portrait of Daniel Webster.\*  
20s Portrait of Alex. Hamilton.  
50s Portrait of Benjamin Franklin.  
100s Portrait of Abraham Lincoln.  
500s Vignette representing Victory divested of her armor.  
1000s Portrait of DeWitt Clinton, ex-Governor of New York State.  
\* Only notes of the new issue counterfeited.



**Kentucky Central Railroad.**

The control of the Kentucky Central Railroad has passed into new hands, who propose to extend it so as to connect with the Chesapeake and Ohio Railway at Winchester, Ky., then south to Caseyville, Tenn., where it will meet the Knoxville and Ohio Railroad, already completed, giving this city a direct connection with the important railroad lines centering in Knoxville, and opening up trade with a rich country which has long sought such facilities, and upon which we have cast longing eyes for many years. Other connections and combinations are among the probabilities, including a trunk line to the Southern seaboard. It is understood that sufficient capital is at the command of the new owners of the Kentucky Central to carry out the project.

It is suggested that this new line to the South will antagonize the Cincinnati Southern Railroad, but there is little ground for such apprehensions. The two lines run parallel to each other, it is true, for some distance, but not near enough to interfere with local trade, and there will be through business enough for both. Trade grows as the facilities increase, and there is room for a third Southern Railroad, in the direction of Nashville.—[Cincinnati Price Current, Dec. 30.]

**Fitchburg Railroad.**

The receipts of this road for the years ending September 30, 1879, and 1880, have been as follows:

	1879.	1880.
From passengers....	\$663,289 84	\$749,169 66
" freight.....	1,205,953 76	1,496,459 11
" express .....	40,400 22	52,878 95
" mails .....	23,561 19	27,611 93
" rent of roads..	99,500 00	79,500 00
" rent of property	57,196 78	68,823 03
" prem. on bonds .....		10,000 00
" mileage of cars	71 73	156 29
	\$2,079,973 52	\$2,464,598 97

**Expenditures:**

Repairs of road.....	\$135,987 07	\$148,740 86
" bridges ...	24,120 75	23,867 45
" locomotives	87,997 24	90,259 62
" cars .....	120,899 40	141,764 91
" structures ..	73,141 82	117,897 80
Renewal of rails ....	41,837 83	78,093 54
Fuel for locomotives.	202,524 48	217,951 89
Oil and waste.....	19,999 61	18,840 62
Loss and damage....	4,549 23	24,964 64
Taxes, insurance, etc.	103,517 25	150,875 68
Telegraph expenses..	8,577 06	16,572 43
Rent of roads.....	242,256 00	240,212 00
Interest on bonds, etc.	99,462 08	115,216 69
Water supply.....	8,222 36	15,814 74
New ties.....	27,451 31	31,623 10
All other expenses..	599,594 97	648,769 81

\$1,800,033 47 \$2,080,963 78

Net earnings.... \$279,740 05 \$383,635 19

The company have 81 locomotives, 83 tenders, 90 passenger, 25 mail and baggage, 1,677 eight wheel and 191 four wheel box freight, 631 eight wheel and 10 four wheel platform, 126 gravel and coal, and 20 saloon cars, and 9 snow plows.

Number of miles run by passenger trains, 741,134; by freight trains, 811,085; by switching and other trains, 825,552—total, 1,884,771.

Length of main road operated, 143 miles. Length of double track road, belonging to the company, 50.68 miles; length of Watertown Branch Railroad, belonging to the company, 6.60 miles; length of Lancaster and Sterling Branch Railroad, belonging to the company, 12.42 miles; length of Peterboro' and Shirley Railroad, belonging to the company, 23.62 miles; length of side and other tracks, belonging to the company, 53.75 miles—total length of tracks, belonging to the company, 197.75 miles. Length of Vermont

and Massachusetts Railroad and branches, leased for 999 years, 53.80 miles; length of double track on Vermont and Massachusetts Railroad, 10.39 miles; length of side tracks on Vermont and Massachusetts Railroad, 25.35 miles; total length of tracks operated, 292.29 miles.

Total number of passengers carried, 2,461,603; do. carried one mile, 39,752,302. Number of tons carried, 1,546,950; do. carried one mile, 96,534,772. The report says:

The condition of the roadbed and track has been greatly improved since our last report, and will require large additions in the coming year to meet the demands of the increasing traffic.

Reference has been made in former reports to the constantly increasing Tunnel traffic, and to the corresponding provisions for the same. Hitherto we have been restricted in developing the facilities for the accommodation of this business, on account of the uncertainty of our arrangements with the State for operating the Tunnel road. Now, however, the policy of the State has been settled; and since the execution of a seven years' contract with the Commonwealth, we can more securely make outlays for improvements of an extensive and permanent character. The traffic has so increased as to test the capacity of the road to its utmost; and the assurance that we have of its permanency and additional increase demands the greatest haste practicable in developing our terminal facilities for both local and export business, in completing the double track to Greenfield, our western terminus, in increasing our motive and carrying capacity, and in improving and enlarging every facility necessary to do the business with despatch and economy.

Additional accommodations for our export business will be provided by the Hoosac Tunnel Dock and Elevator Company, which was incorporated April 29, 1879, and authorized to take the property at the terminus of our tracks below Charles river Bridge, or so much of it as they should deem advisable, from Tudor's Wharf to the Navy Yard, "and construct and maintain docks, wharves, elevators, warehouses, and other buildings and structures suitable for terminal facilities for the reception, storing, delivering, and forwarding of freight." This company is already organized, and it will very soon take possession of a portion of the property, and immediately begin work thereon.

At the last annual meeting you authorized your directors to subscribe for and take such portion of said company's stock as they should deem advisable. In accordance with the authority granted, the directors have taken \$192,000 of the stock.

In November, 1879, we purchased Hittenger's Wharf, the first wharf east of Tudor's, for \$113,701 36. This is a part of the property described in the charter of the Dock and Elevator Company, and they will undoubtedly soon avail themselves of their right to take or purchase it.

To provide more room for the constantly increasing freight business consigned to Boston, we have begun the construction of a four hundred foot extension of No. 1 freight house; have purchased of the Massachusetts General Hospital about twenty-five acres of land and flats in Somerville, and filled in a portion thereof; have largely extended the tracks in the Miller's river and Somerville freight yards; have been authorized to build a sea-wall 2,700 feet in length, and fill in certain flats south of the Miller's river freight yard; and have nearly completed the purchase of certain additional property adjacent to said yard, which, with the pieces before mentioned, will double our terminal facilities.

Additional tracks have been laid at Cambridge, Belmont, Concord, Maynard, Littleton, Ayer, Fitchburg, West Fitchburg, Baldwinville, Athol, Orange, Miller's Falls, Lake Pleasant, East Deerfield, and Turner's Falls, making, with the tracks

laid in the yards before mentioned, an aggregate length of 10.6 miles.

Passenger-sheds have been built at Union Square, Somerville and Concord Junction.

The accommodations for cattle at Union Market have been increased, and a new freight house built there.

At Belmont a new passenger depot has been built, the old one removed, and changed into a dwelling-house, the grounds greatly improved, and Common street grade crossing discontinued, and its travel turned into Concord Avenue, the next crossing east.

The Weston Depot has been rebuilt.

The accommodations at Lake Walden picnic grounds have been materially increased.

The alignment of the road has been improved at South Acton by the removal of a reverse curve; and at several points between that place and Ayer the tracks have been raised, and the grades equalized.

At Maynard the construction of a new passenger depot has been begun; between Maynard and Rockbottom three pile bridges have been rebuilt; and the grades on the Lancaster and Sterling Branch have been improved.

At Littleton a new depot has been built, and the old depot removed and changed into a dwelling house.

The pile bridge over the Nashua River on the Peterborough and Shirley Branch has been rebuilt.

The old wooden stringers which crossed the canal at two points in Townsend Harbor have been replaced with substantial iron girders; and a new granite quarry, for the company's use, has been opened at Pratt's Station.

At Ayer a new tank-house has been built to contain two large tanks of forty thousand gallons' capacity.

At Diamond Rock, in Lunenburg, we have replaced the old wooden trusses with iron girders.

At Leominster we have finished the improvements to the passenger depot and its approaches, and greatly improved the roadbed and its tracks at this point.

At Fitchburg an extension of ten pits to the engine house has been built, and tracks laid into the Rollstone lumber yard and at the works of the Putnam Machine Company.

At West Fitchburg, to accommodate the local business, a coal shed of about eight hundred tons' capacity has been built, and the approaches thereto graded.

At Westminster the location of the freight tracks has been changed.

At Gardner the work of grading for the second track between there and Ashburnham has been begun.

At Athol the freight yard has been re-arranged and enlarged, and the extension of the stone arch in the yard completed.

Considerable grading for the second track has been done between Athol and Pequoig.

At Orange a new passenger and a new freight depot have been built, the grounds around the former graded, and the freight yard re-arranged and enlarged.

Between Orange and Athol about three miles of the second track have been graded and built; a portion of the second ledge east of Orange removed for said track, two highway overhead bridges rebuilt, and a new pier put in and the abutments rebuilt for a new iron bridge in place of the first truss bridge west of Athol.

At Lake Pleasant a large water-tank and pumping-engine have been put in to supply the picnic grounds with water, a substantial foot-bridge over the railroad built, and the accommodations there otherwise increased.

At East Deerfield a new and extensive freight yard has been opened; a sixty foot iron turn-table put in; and we have also built there an engine house for eight pits, a freight transfer house, and two single and one double tenement house.

At Turner's Falls a new turn-table has been

put in; and, to reach it better, the tracks have been re-located.

At Cheapside, in Greenfield, the old wooden stringers over the highway have been replaced with iron girders.

The company have laid during the year, exclusive of construction, 1,952 tons of steel rails, 956 tons of iron rails, and 91,084 new sleepers.

Real estate has been purchased at Boston, Somerville, Belmont, Deerfield, and Montague.

During the year one switching and four consolidation freight locomotives have been purchased, one passenger engine built, one old locomotive sold, and eight new passenger cars and six hundred and eighty-five new freight cars added to our equipment, making our expenditures for additions to equipment \$497,288 29.

There has been an increase in gross earnings from all sources of \$384,625 45, or eighteen per cent; in operating expenses, inclusive of rents of roads, interest, and taxes, of \$280,780 31, or fifteen per cent; and of net earnings, of \$103,895 14, or thirty-seven per cent.

There has been an increase in interest paid of \$15,754 61; a decrease in rents of road paid of \$2,044 00; a decrease of income received from rent of roads of \$20,000, and an increase of premiums received of \$10,000 00.

There has been an increase in passengers carried of 234,598, or ten per cent; in total number tons freight carried, of 233,661, or seventeen per cent; and in total train mileage, of 121,516 or six per cent; and of the operating expenses including taxes, per total mile run, from eighty-three to ninety-one cents.

The passengers carried over the Troy and Greenfield Railroad have increased from 83,152 in 1879 to 114,664 in 1880; and the tolls paid the Commonwealth for passengers, expresses, and mails, have increased from \$37,184 57 in 1879 to \$46,154 69 in 1880.

The freight over the same road has increased from 624,083 tons in 1879 to 751,451 in 1880; and the tolls paid therefor have increased from \$100,448 71 in 1879 to \$131,782 95 in 1880.

The total tolls paid the Commonwealth on freight and passenger business have increased from \$187,638 28 in 1879 to \$177,937 64 in 1880, or \$40,304 36.

The Vermont and Massachusetts Railroad Company, in its lease to us, and upon the written request of this company, covenanted and agreed to sell and convey to whomsoever may be designated in said request, provided such sale can lawfully be made, that portion of its railroad which lies between "Grout's Corner," now "Miller's Falls," and Brattleborough, Vt., and known as the Brattleborough Branch, which branch has never been operated by the Fitchburg Railroad Company. It was under lease to the Rutland Railroad Company, and formed a part of the New York line of the Central Vermont Railroad. In the struggle of the various roads competing for this business, there was a constant liability that the value of the most profitable portion of the same would be seriously impaired by the construction of a parallel road. Under these circumstances your directors, after obtaining the requisite legal authority, and in conformity with the vote passed at the last annual meeting, sold on May 1, 1880, said branch, with the real estate appertaining thereto, to the New London Northern Railroad Company for \$630,500, which sum, by the terms of the lease of the Vermont and Massachusetts Railroad, has been applied to the payment for additions and improvements made by this company on that road.

In our last annual report we left the discussion of tolls on the State's road, with the agreement with the Commonwealth to determine by arbitration what rebate, if any, from the existing tolls, would enable this company to operate the Troy and Greenfield Railroad at cost.

The arbitrators appointed under said agreement were the Hon. Waldo Colburn, S. M. Felton, Esq., and E. B. Phillips, Esq., who met in January last, and, after a long and patient hearing of the parties, made their award, allowing the Fitch-

burg Railroad Company 52.491 per cent of the gross receipts of the Troy and Greenfield Railroad as the operating cost for the nine months ending December, 1879, and thereafter until one month's notice by either party, or until action in the matter by the Legislature.

By chap. 261, Laws of 1880, the Manager of the Troy and Greenfield Railroad by direction of the governor and council, was authorized to contract with any railroad corporation or corporations for the operation of said railroad for a term not exceeding seven years.

Under said Act the contract annexed to this report was made with this company.

The assets and liabilities of the corporation, Sept. 30, 1880, were as follows:

ASSETS.	
Cash and cash funds.....	\$52,905 34
Real estate.....	305,478 91
Stock materials.....	423,134 01
Improvements Vt. and Mass. R. R..	70,286 44
Sinking fund.....	170,000 34
Construction accounts in excess of capital stock.....	1,617,397 91
Debit balances.....	18,600 61
	\$2,657,803 56

LIABILITIES.	
Funded debt.....	\$1,500,000 00
Notes payable.....	406,500 00
Due connecting roads.....	44,973 02
Unclaimed dividends.....	8,761 50
Coupon No. 2, (due Oct. 1, 1880).....	12,500 00
Coupon No. 6, (due Oct. 1, 1880).....	15,000 00
Coupon No. 13, (due Oct. 1, 1880).....	17,500 00
Suspense account.....	35,643 01
Renewal fund.....	25,137 77
	2,066,015 80
	\$591,788 26

By reference to the above statement it will be seen that the expenditures on account of construction exceed the amount of capital stock by \$1,617,397 91: this, together with the sum of \$70,286 44, represent the amount respectively expended in additions and improvements on the Fitchburg and Vermont and Massachusetts Railroads, and are not available assets until stock is issued to cover the amount expended in excess of the present capital, but stand as an investment until capitalized.

#### TRIAL BALANCE, September 30, 1880.

Construction account.....	\$6,117,397 91
Cash and cash funds.....	52,905 34
Real estate.....	305,478 91
Stock materials.....	423,134 01
Improvements Vermont and Massachusetts Railroad.....	814,577 53
Sinking fund.....	170,000 34
Debit balances.....	18,600 61
	\$7,902,094 65
Capital stock.....	\$4,500,000 00
Bonds.....	1,500,000 00
Notes payable.....	406,500 00
Unclaimed dividends.....	8,761 50
Interest unpaid.....	45,000 00
Vouchers and accounts.....	105,753 80
Vermont and Massachusetts R.R. Co.	744,291 09
Profit and loss.....	591,788 26
	\$7,902,094 65

President.—WM. B. STEARNS.

Directors.—Wm. B. Stearns, Boston; Rodney Wallace, Fitchburg; C. U. Colling, Brookline; Seth Bemis, Newton; Robert Codman, Boston.

Treasurer.—M. D. BENSON.

Superintendent.—C. L. HETWOOD.

#### Philadelphia Stock Exchange.

Closing Prices for the week ending Jan. 4.

	W. 29 Th. 30 F. 31 Sa. 1. M. 3. Tu. 4.
Allegheny Val. 73-100.....	.....
Is. Income.....	.....
Jamden & Am. 6s, 1888.....	.....
6s, 1889.....	.....
Mort. 6s, 1889.....	115
Camden and Atlantic.....	.....
Preferred.....	.....
1st mortgage.....	.....
2d mortgage.....	.....
Catawissa.....	.....
Preferred.....	50 1/2
7s, new.....	50 1/2
Del. & Bound Brook.....	.....
7s.....	.....
Elmira & Williamsport.....	.....
Preferred.....	.....
Hunt. & B. Top Mt.....	.....
Preferred.....	12 1/2
2d mortgage.....	12 1/2
Lehigh Navigation.....	35 1/2
6s, 1884.....	35 1/2
Gold Loan.....	110 1/2
Railroad Loan.....	116
Conv. Gold Loan.....	.....
Consol. Mort. 7s.....	115
Lehigh Valley.....	57
1st mort. 3s, coupon.....	.....
1st mort. 3s, reg.....	122
2d mort. 3s.....	.....
Consol. mort. 6s.....	116 1/2
Consol. mort. 6s, reg.....	.....
Little Schuylkill.....	54
Minehill & Sch. Haven.....	53
North Pennsylvania.....	.....
1st mortgage 6s.....	.....
2d mortgage 7s.....	.....
Gen'l mort. 7s, coup.....	.....
Gen'l Mort. 7s, reg.....	45 1/2
Northern Central.....	45 1/2
6s.....	.....
Northern Pacific.....	34
Preferred.....	66 1/2
Pennsylvania R. R.....	66 1/2
1st mortgage.....	.....
Gen'l mortgage.....	.....
Gen'l mort. reg.....	.....
Consol. mort. 6s.....	117
Consol. mort. 6s, reg.....	.....
Penn. States 2d series.....	.....
do. 3d series.....	109
do. 5s, new.....	.....
do. 4s.....	.....
Phila. and Reading.....	26 1/2
1st Mortgage 6s.....	.....
7s, of 1893.....	.....
7s, new convertible.....	.....
Consol. mortgage 7s.....	124 1/2
Consol. mortgage reg.....	124 1/2
Gen'l mortgage 6s.....	87
Philadelphia and Erie.....	20 1/2
1st mortgage, 6s.....	10 1/2
2d mortgage, 7s.....	.....
Pittsb., Cin. & St. L. 7s.....	17 1/2
Pittsb., Titnav. & Rud. 194.....	19 1/2
7s.....	98
Schuylkill Navigation.....	.....
Preferred.....	.....
6s, 1872.....	.....
6s, 1882.....	77
United Co. of N. Jersey.....	17 1/2
Hestonville, (Horse).....	19 1/2
Chestnut & Wal. (do).....	.....
Green and Conter (do).....	.....

#### Baltimore Stock Exchange.

Closing Prices for the week ending Jan. 4.

	W. 29 Th. 30 F. 31 Sa. 1. M. 3. Tu. 4.
Baltimore and Ohio.....	.....
6s, 1880.....	.....
6s, 1886.....	109 1/2
Central Ohio (\$50).....	.....
1st mortgage.....	.....
Marietta & Cincinnati.....	.....
1st mortgage, 7s.....	121
2d mortgage, 7s.....	91
3d mortgage, 8s.....	48 1/2
Northern Central (\$50).....	45 1/2
2d mortgage, 6s, 1885.....	.....
3d mortgage, 6s, 1909.....	.....
6s, 1900, Gold.....	.....
6s, 1904, gold.....	114
Orange and Alex. 1st.....	.....
2d mortgage, 6s.....	.....
3d mortgage, 8s.....	.....
4th mortgage, 8s.....	53
O. Alex. & Manassas 7s.....	98
Pittsb. & Connellsv. 7s.....	.....
Virginia 6s, Consol.....	77 1/2
Consol. Coupons.....	89 1/2
10-40 bonds.....	61 1/2
Deferred Certificates.....	10 1/2
Western Maryland.....	.....
1st M., end. by Balt.....	.....
2d M. do.....	.....
3d M. do.....	.....
1st M., unendorsed.....	113
2d M., end. Wash. Co.....	.....
2d Mort., preferred.....	107 1/2
City Passenger R. R.....	.....



## New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Jan. 5.

	Th.30	F.31	Sat.1	M.2	Tu.3	W.4	F.5
Adams Express.....	121	122	123	123	123	123	120
Albany and Susq.....	125	125	125	125	125	125	120
1st mortgage.....	125	125	125	125	125	125	120
2d mortgage.....	125	125	125	125	125	125	120
American Express.....	64	64	64	63	63	63	69
Atlantic & Pacific Tel. 35	35	35	35	35	35	35	35
Burl., O.R. & Nor.....	74	75	75	73	73	73	73
1st mortgage 6s.....	74	74	74	73	73	73	73
Canada Southern.....	75x	74	74	73	73	73	73
1st mortgage guar.....	104	104	104	102	102	102	103
Central of N. Jersey .. 13	84	84	83	83	83	84	84
1st mortgage 1890.....	116	116	116	116	116	116	116
7s, consolidated, new.....	116	116	116	116	116	116	116
7s, convertible, new.....	95	97	97	98	98	99	99
7s, Income.....	95	97	97	98	98	99	99
Adjustment.....	109	109	109	109	109	109	109
Central Pacific.....	93	92	89x	91	91	91	91
6s, gold.....	114	114	114	114	114	114	114
1st M. (San Joaquin).....	107	107	107	107	107	107	107
1st M. (Cal. and Or.).....	105	105	105	105	105	105	105
Land grant 6s.....	24	24	24	23	23	23	23
Chesapeake and Ohio.....	155	153	155	155	155	155	155
Chicago and Alton .. 155	153	153	153	153	153	153	153
Preferred.....	153	153	153	153	153	153	153
1st mortgage.....	153	153	153	153	153	153	153
Sinking Fund.....	153	153	153	153	153	153	153
Jalc., Burl. & Quincy 180	179	179	179	180	180	180	180
7s Consol. 1903.....	125x	125	125	125	125	125	125
Ohio, Mil. and St. Paul 114	114	114	114	114	114	114	114
Preferred.....	124	124	124	124	124	124	124
1st mortgage, 8s.....	124	124	124	124	124	124	124
2d mortgage, 7 3/8-10s.....	124	124	124	124	124	124	124
7s, gold.....	125	125	125	125	125	125	125
1st M. (La. Crosse div.).....	125	125	125	125	125	125	125
1st M. (I. and M. div.).....	127	127	127	127	127	127	127
1st M. (I. and D. ext.).....	127	127	127	127	127	127	127
1st M. (H. & D. div.).....	127	127	127	127	127	127	127
1st M. (C. & M. div.).....	127	127	127	127	127	127	127
Consolidated S. F.....	127	127	127	127	127	127	127
Om. & Northwestern 125	127	127	127	127	127	127	127
Preferred.....	140	141	140	140	140	140	140
1st mortgage.....	140	140	140	140	140	140	140
Sinking Fund 7s.....	111	111	111	111	111	111	111
Consolidated 7s.....	125	125	125	125	125	125	125
Consol. Gold bonds.....	127	127	127	127	127	127	127
Do. reg.....	127	127	127	127	127	127	127
Jalc., Rock Isl. & Pac. 138	138	138	138	138	138	138	138
6s, 1917, c.....	125	125	125	125	125	125	125
Jlev., Col., C. and Ind. 95	95	95	95	95	95	95	95
1st mortgage.....	95	95	95	95	95	95	95
Jlev. & Pittsburg guar.....	129	129	129	129	129	129	129
7s, Consolidated.....	134	134	134	134	134	134	134
4th mortgage.....	134	134	134	134	134	134	134
Col., Chl., & Ind. Cent 21	21	21	21	20	19	20	20
1st mortgage.....	109	109	109	109	109	109	109
2d mortgage.....	109	109	109	109	109	109	109
Del. & Hudson Canal. 92	92	92	91	91	91	91	91
Reg. 7s, 1891.....	109	109	109	109	109	109	109
Reg. 7s, 1894.....	116	116	116	116	116	116	116
7s, 1894.....	109	109	109	109	109	109	109
Del., Lack. & Western 109	109	109	109	109	109	109	109
2d mortgage 7s.....	125	125	125	125	125	125	125
7s, Consol. 1907.....	125	125	125	125	125	125	125
Erie Railway.....	125	125	125	125	125	125	125
1st mortgage.....	108	108	108	108	108	108	108
2d mort. 6s, ext.....	108	108	108	108	108	108	108
3d mortgage.....	108	108	108	108	108	108	108
4th mort. 6s, ext.....	107	107	107	107	107	107	107
5th mortgage.....	107	107	107	107	107	107	107
7s, Consol. gold.....	130	130	130	130	130	130	130
Great Western 1st mort.....	108	108	108	108	108	108	108
2d mortgage.....	108	108	108	108	108	108	108
Hannibal & St. Joseph 48	48	48	48	48	48	48	48
Preferred.....	104	104	104	104	104	104	104
7s, Convertible.....	113	113	113	113	113	113	113
Houston & Tex. Cent. 73	73	73	73	73	73	73	73
1st Mortgage.....	113	113	113	113	113	113	113
Illinois Central.....	120	120	120	120	120	120	120
Lake Shore & Mich. So. 135	135	135	135	135	135	135	135
Consol. 7s.....	133	133	133	133	133	133	133
Consol. 7s, reg.....	133	133	133	133	133	133	133
2d Consolidated.....	133	133	133	133	133	133	133
Leh. & W.B. 7s, Con.....	133	133	133	133	133	133	133
Long Dock bonds.....	88	89	90	89	89	89	89
Louisville & Nashville. 88	89	90	89	89	89	89	89
7s Consolidated.....	84	84	84	84	84	84	84
Manhattan Elevated.....	107	107	107	107	107	107	107
1st Mortgage.....	106	106	106	106	106	106	106
Michigan Central.....	125x	125	125	125	125	125	125
7s, 1902.....	125	125	125	125	125	125	125
4. S. and N. I. 1st, S.F. 106	122	121	121	121	121	121	121
1st mortgage.....	122	122	122	122	122	122	122
2d mortgage.....	122	122	122	122	122	122	122
7s of 1871.....	122	122	122	122	122	122	122
7s, Convertible.....	122	122	122	122	122	122	122
7s, Consolidated.....	122	122	122	122	122	122	122
N. Y. Cent. & Hud. Riv 154	154	154	154	154	154	154	154
6s, Sinking fund, 1883 1/5	110	110	110	110	110	110	110
6s, Sinking fund, 1887.....	110	110	110	110	110	110	110
1st mortgage.....	124	124	124	124	124	124	124
N. Y. Elevated.....	124	124	124	124	124	124	124
1st mortgage.....	120	120	120	120	120	120	120
N. York and Harlem.....	116x	116	116	116	116	116	116
Preferred.....	133	133	133	133	133	133	133
2d mortgage.....	133	133	133	133	133	133	133
1st mortgage, reg.....	133	133	133	133	133	133	133

## New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Jan. 5.

	Th.30	F.31	Sat.1	M.2	Tu.3	W.4	F.5
N.Y., Lake Erie & W.....	50	50	50	49	49	49	47
Preferred.....	91	90	90	89	89	89	91
2d Consolidated.....	102	102	102	101	102	101	101
New 2d 5s fund.....	175	175	175	179	179	179	179
N.Y., N. Haven & Hart 175	175	175	175	179	179	179	179
North Missouri 1st M.....	33	34	34	33	34	33	33
Northern Pacific.....	33	34	34	33	34	33	33
Preferred.....	66	66	66	66	67	66	66
Ohio and Mississippi.....	38	38	38	37	37	37	37
Preferred.....	109	109	109	109	109	109	109
2d mortgage.....	122	122	122	122	122	122	122
Consolidated 7s.....	122	122	122	122	122	122	122
Consol. Sinking fund.....	50	51	51	47	48	48	48
Pacific Mail S. S. Co. 50	51	51	51	47	48	48	48
Pacific R. R. of Mo.....	110	110	110	110	110	110	110
1st mortgage.....	117	117	117	117	117	117	117
2d mortgage.....	212	212	212	212	212	212	212
Panama.....	51	51	51	51	51	51	51
Philadelphia & Reading 51	51	51	51	51	51	51	51
Pitts., Ft. W. & Chl. 129	129	129	129	129	129	129	129
1st mortgage.....	123	123	123	123	123	123	123
2d mortgage.....	123	123	123	123	123	123	123
3d mortgage.....	123	123	123	123	123	123	123
Pullman Palace Car.....	135	145	145	145	145	145	145
Quicksilver Mining Co.....	135	145	145	145	145	145	145
Preferred.....	63	63	63	63	63	63	63
St. Louis & San Fran. 44	45	45	45	45	45	45	45
Preferred.....	62	62	62	62	62	62	62
1st Preferred.....	99	99	99	99	99	99	99
St. L., Alton and T. H. 40	40	40	40	40	40	40	40
Preferred.....	111	111	111	111	111	111	111
1st mortgage.....	110	110	110	110	110	110	110
2d mortgage, preferred.....	110	110	110	110	110	110	110
Income bonds.....	110	110	110	110	110	110	110
St. L., Iron Mt. & S. A. 54	54	54	54	54	54	54	54
1st mortgage.....	110	110	110	110	110	110	110
2d mortgage.....	110	110	110	110	110	110	110
Tol., P. & W. 1st E.D.....	110	110	110	110	110	110	110
1st mort., West. Div.....	110	110	110	110	110	110	110
Union Pacific.....	112	112	112	112	112	112	112
1st mortgage.....	118	118	118	118	118	118	118
Land Grant 7s.....	114	114	114	114	114	114	114
Sinking Fund 8s.....	122	122	122	122	122	122	122
United States Express.....	53	53	53	53	53	53	53
Wabash.....	53	53	53	53	53	53	53
1st mortgage.....	111	111	111	111	111	111	111
2d mortgage.....	108	108	108	108	108	108	108
7s, Consolidated.....	111	111	111	111	111	111	111
St. Louis Division.....	111	111	111	111	111	111	111
Wabash, St. L. & Pac. 45	45	45	45	45	45	45	45
Preferred.....	89	89	89	89	89	89	89
New Mort. 7s.....	107	107	107	107	107	107	107
Wells-Fargo Express.....	115	115	115	115	115	115	115
Western Pacific bonds.....	112	112	112	112	112	112	112
Western Union Tel. 81	81	81	81	81	81	81	81
7s, S. F. conv., 1900.....	110	110	110	110	110	110	110

## Boston Stock Exchange.

Closing Prices for the week ending Jan. 5.

	Th.30	F.31	Sat.1	M.2	Tu.3	W.4	F.5
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\$3,491,911 37; navy, \$1,719,104 46; Interior, Indiana, \$643,018 17, and do. pensions \$4,750,070—total, \$16,075,068 98.

The closing quotations on Thursday were: Adams Express, 123@125; American Express, 62½@63; American District Telegraph, 55@56½; American Union Telegraph, 71½@72; Canada Southern, 72¼@72½; Central of New Jersey 85½@85¾; Central Pacific, 91¾@92; Chicago and Northwestern, 124¾@125½; do. pref., 140½@140¾; Chicago, Burlington and Quincy, 181¾@182; Chicago, Milwaukee and St. Paul, 110¾@111; do. pref., 122¾@123; Chicago, Rock Island and Pacific, 136½@136¾; Columbus, Chicago and Indiana Central, 21½@21¾; Cleveland, Columbus, Cincinnati and Indianapolis, 95½@95¾; Hannibal and St. Joseph 46¾@47½; do. pref., 102¾@103; Illinois Central, 125¾@125¾; Lake Erie and Western, 40@40½; Lake Shore and Michigan Southern, 130½@130¾; Michigan Central, 121¾@122; Metropolitan Elevated, 108@108½; New York Elevated, 124½@125; New York, Lake Erie and Western, 48½@48¾; do. pref., 90½@91; New York, Ontario and Western, 30¾@30¾; Ohio and Miss., 37@37½; do. pref., 98@99; Pacific Mail, 49¾@49¾; St. Louis, Iron Mountain and Southern, 58½@58¾; Union Pacific, 110½@110¾; United States Express, 51½@52; Wells Fargo Express, 112@114; Western Union Telegraph, 86¾@87; Wabash, 44½@44¾; do. pref., 85½@85¾.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Albany and Susq. 1st consol., 111½; Boston, Hartford and Erie 1st, 52¾; Chicago and Alton, Inc., 121½; Chicago, St. Louis and New Orleans, 40½; Chesapeake and Ohio 2d pref., 25; do. 1st pref., 34¾; do. cur. int., 50; do. 1st Series B, 80¾; Chicago, St. Paul, Minn. and Omaha, 45½; do. pref., 97; do. consol., 106½; Central Iowa, 78; Col., Chi. and Ind. Cent. Inc. 59; do. 1st Trust Co. certif. ass., sup., 106; Chicago, Milwaukee and St. Paul 1st, S. M. div., 107; Chicago, Burlington and Quincy 8s, 106¾; Cleve., Cel. Cin. and Ind. consol., 119; Chicago and Eastern Illinois 1st, 106; Chicago, St. Paul and Minn. 1st, 109½; Dubuque and Sioux City, 88; Denver and Rio Grande, 87; do. 1st, 115½; do. 1st consol., 118¾; Frankfort and Kokomo, 20; do. 1st, 100½; Galveston, Harrisburg and San Antonio, 1st, 102¾; Houston and Texas Central 2d, M. L., 120; Ia L. Bloom. and Western, 52; do. 1st, 81; do. 2d, 70¾; do. Inc., 65; Indianapolis, Decatur and Springfield 2d, 60; International and St. Northern 1st, 107½; do. 2d Inc., 87½; Joliet and Chicago, 130; Keokuk and Des Moines pref., 41; Kansas Pacific, 1st consol., 104½; do. 6s, Denver Div. ass., 107; Lake Erie and Western, 40¾; do. Inc., 69; Lake Shore div. bonds, 123½; Louisville and Nashville Gen'l mort., 6s, 104; do. 23, 106; Lehigh and Wilkesbarre consol. ass., 105½; Marietta and Cincinnati 1st pref., 9; Mobile and Ohio, 21½; do. 1st debent., 87½; do. 2d debent., 51½; do. 4th debent., 40; do. 1st mort., 107; Missouri, Kansas and Texas, 42½; do. consol. ass., 112½; do. 2d, 77; Minneapolis and St. Louis 1st, Iowa Ext., 109½; Missouri Pacific 1st consol., 106½; Nashville, Chattanooga, Ga.

and St. Louis, 89¾; do. 6s, 119; New York, Ontario and Western, 80; New York, Pennsylvania and Ohio Inc., 68; New York, Lake Erie and Western Inc., 91; Ohio Central, 28½; do. Terminal Trust 6s, 100; do. 1st, 103½; do. Inc., 59¾; Oregon River and Nav., 126; do. 1st, 105½; Peoria, Decatur and Evansville, 28; do. Inc., 72; do. Evansville div., 68; Rome, Watertown and Ogdensburg 1st consol., 80; St. Louis, Kansas City and Northern, Omaha div. 1st, 106½; Southern Pacific of California, 1st, 108; St. Paul and Duluth, 86; do. pref., 72; St. Louis and Iron Mt., 2d pref. Inc., 76; do. Cairo, Ark. and Texas 1st, 108; do. Arkansas Branch 1st 109½; St. Louis and San Francisco 2d, Class B, 88¾; do. C, 87¾; St. Paul and Sioux City 1st, 110½; Texas and Pacific, 43½; do. Income L. G., 75; do. Rio Grande div. 1st, 98; Wabash Gen'l mort., 6s, 97½; Alabama, Class C, 88; Louisiana 7s, consol., 54; North Carolina 6s, new, issued Chatham R. R., 7½; do. issued N. C. R. R., 8½; do. 4s, consol., 83½; Tennessee 6s, new, 49½; do. old, 49½; American Union Tel., 72; Am. Dist. Tel., 55; Sutro Tunnel, 1¼; Colorado Coal and Iron, 38½; do. 6s, 97; Consolidation Coal, 39; New Central Coal, 30; Caribou Mining, 2¼; Central, 4¾; Deadwood, 14; Homestake, 29¼; Little Pittsburgh, 2; La Plata, 9; Standard, 22½; Starbuck, 1¾.

Philadelphia.—Am. S. S. Co. 6s, 111; Central Transp., 49½; Cincinnati 7.30s, J. and J., 125; Catawissa new pref., 48; Huntingdon and Broad Top Mt. consol. 7s, 69; Hestonville R. R. 6s, 105¾; Nesquehoning Valley R. R., 57; Philadelphia and Reading R. R. scrip, 55; do. consol. mort. gold 6s, 112½; Pennsylvania Canal 6s, 97; Pennsylvania Company 6s, 107½; Shamokin, Hazleton and Wilkesbarre 6s, 91; Texas and Pacific 1st mort. 6s, 108¾; do. consol. mort. 6s, 99½; Union and Titusville 7s, 100¾; West Jersey and Atlantic 6s, 105. The latest quotations are: City 6s, 110@111; do. free of tax, 129@130; do. 4s, new, 106½@110; Pennsylvania State 6s, 2d series, 101@102; do. 3d series, 108@—; do. 5s, new loan, 114@—; do. 4s, new, 108½@111; Philadelphia and Reading, 27¾@27¾; do. consol. mort. 7s, comp. 124@125; do. reg., 124@125; do. mort. 6s, 117@—; do. 7s, 1893, 120@122; United New Jersey R. R. and Canal, 178@180; Pittsburgh, Titusville and Buffalo R.R., 18¾@19¾; do. 7s, 98@99½; Camden and Amboy mort. 6s, 1889, 114@114½; Pennsylvania R. R., 66½@66¾; do. gen'l mort., coupon, 124@125½; do. reg., 117@120; do. consol. mort. 6s, reg., 116@118; Little Schuylkill R. R., 54@59; Morris Canal, 60@61; do. pref., 164@167; Schuylkill Nav., —@5; do. pref., 9¾@10½; do. 6s, 1882, 77¾@78; do. 1872, 103@105; Elmira and Williamsport pref., 52@—; do. 6s, 111¾@114; do. 5s, 89@—; Lehigh Coal and Navigation, 38½@38¾; do. 6s, 1884, 109@110½; do. R. R. loan, 115@117; do. Gold Loan, 110@110½; do. consol. 7s, 114@115½; Northern Pacific, 34½@34¾; do. pref., 66½@66¾; North Pennsylvania, 55½@56; do. 6s, 108@110; do. 7s, 119@121; do. Gen'l mort. 7s, reg., 120@122; Philadelphia and Erie, 20¾@20¾; do. 6s, 101½@102; do. 7s, 116@—; Minehill, 58@58¾; Catawissa, 18¾@19; do. pref., 50¼@50½; do. new pref., 47½@49; do. 7s, 1900, 114@—;

Lehigh Valley 57½@58; do. 6s, coupon, 121@123; do. reg., 121@122; do. 2d mort. 7s, 131¾@—; do. consol. mort., 116½@117½; Fifth and Sixth streets (horse), 125@—; Second and Third, 107@115; Thirteenth and Fifteenth, 70@78; Spruce and Pine, 56@57; Green and Coates, 99@103; Chestnut and Walnut, 85@90; Hestonville, 19@20; Germantown, 70@—; Union, 110@115; Lombard and South, 12½@18; West Philadelphia, 79@80; People's, 16@18½; Continental, 101@—.

Baltimore.—Baltimore City 6s, 1884, 107½; do. 6s, 1890, 116½; do. 6s, 1900, 122; do. 6s exempt, 123; do. 5s, 1900, 116½; do. 5s, 1916, 120; Charlotte, Columbia and Augusta 2d, 100½; Chesapeake and Ohio Canal 6s, 65½; Maryland Defense 6s, 108; do. 6s, 1885, 109; Norfolk Water 8s, 120; Virginia 10-40 coupons, 91½; Western North Carolina 7s, 103½; Western R. R. of Alabama 2ds, 116; Wilmington, Columbia and Augusta, 6s, 106. The latest quotations are: Central Ohio, —@49½; Baltimore and Ohio, 180@184; do. 6s, 1885, 109½@—; Northern Central, 45¾@46¼; do. 6s, 1900, gold, 116@—; do. 6s, 1904, gold, 114@115; do. 5s, 1926, 99½@—; Marietta and Cincinnati 1st mort., 1892, 120¾@122; do. 2d mort. 7s, 91@91½; do. 3d mort. 8s, 49¾@49¾; Pittsburgh and Connellsville 7s, 123@—; Orange and Alexandria 2d 6s, 120@—; do. 3d 8s, 95@—; do. 4th, 57@59½; Orange, Alex. and Manassas 7s, 98@99½; Virginia consol. 6s, 74¾@75; Virginia 10-40 bonds, 50¾@50¾; Virginia consols coupons, 89½@—; City 6s, 1893, —@119; do. 6s, 1890, 116½@—; do. 6s, exempt —@125; do. 5s, 1894, —@116; do. 5s, 1916, 119¾@120½; do. 5s, 1900, 116@116½; Wilmington, Columbia and Augusta 6s, 106¾@106; Richmond and Danville R. R., 86½@89; do. 6s, 1885, 102½@103½; Western Maryland 6s, 1st unendorsed, 113@113½; do. 2d pref., 107½@110; do. Washington Co., guar., 112@—; Citizens Pass. R. R., —@20; Union Canal endorsed by Canton Co., 116@—; Virginia and Tennessee 2d 6s, 106@107; do. 8s, 120@—; Charlotte, Columbia and Augusta 1st 110¼@110½; do. 2d 100@100½.

Boston.—Atchison, Topeka and Santa Fe 1st guar., 117; do. 5s, 1909, 100; Boston Water Power, 12¾; New Hampshire Land, 5¾; Brookline Land, 5; Boston Land, 9¾; Boston, Clinton, Fitchburg and New Bedford pref., 115; Burlington and Missouri River in Nebraska 6s, non-exempt, 104½; Connotton Northern 7s, 80; Cheshire pref., 61½; Cedar Rapids and Missouri River R. R., 140; Chicago, Milwaukee and St. Paul, 6s, Wisconsin Valley div. 102; do. 6s, Dubuque div., 104½; Chicago and West Michigan, 70; Connecticut and Passumpsic Rivers R. R., 90; Chicago, Burlington and Quincy 4s, 98; Cincinnati, Sandusky and Cleveland 7s, 106; Detroit, Lansing and Northern, 82½; do. 7s, 1907, 114¾; Eastern (N. H.) R.R., 90; European and North American R. R., 60; Flint and Pere Marquette 23¾; do. pref., 81; Grand River Valley 8s, 1886, guar., 111; Iowa Falls and Sioux City, 64¾; do. 7s, 1917, 113½; Jackson, Lansing and Saginaw 8s, 1885, white, guar., 111; do. 8s, 1890, L. G., 112½; Kansas City St. Joseph and Council Bluffs 7s, 123; Kansas City, Fort



Scott and Gulf, 73½; do. pref., 180; do. 7s, 110; Kansas City, Lawrence and Southern, 4s, 102; Little Rock and Ft. Smith, 63; do. 7s, 1905, 110; Marquette, Houghton and Ontonagon, 34¼; do. pref., 74; do. 6s, 99; Manhattan Beach Imp. Co. 7s, 1909, 92¾; New Mexico and Southern Pacific 7s, 117; Nashua and Lowell, 140; Ogdensburg and Lake Champlain 1st consol. 6s, 89¾; do. income, 6s, 36¼; Omaha and Southwestern 8s, 1996, 125½; Ottawa, Oswego and Fox River Valley 8s, 1900, 127¾; Portsmouth, Gt. Falls, and Conway, 20½; do. 4½s, 96¾; Quincy, Alton and St. Louis 6s, 95; Rutland, 5¾; do. pref., 29½; do. 6s, 1498 79; do. 6s, 100; Summit Branch, 21; Toledo, Delphos and Burlington, 9½; do. inc. 6s, Dayton div., 35; Vermont Central 7s, 1886, consol., 10¾; do. 8s, inc. and ext., 74¾; Wisconsin Central, 18½; do. pref., 88; do. pref. 6s, 95; Allouez Mining Co., 5; Aztec, 1¾; Atlas, 50c; Brunswick Antimony, 21¾; Blue Hill, 4; Catalpa, 2¾; Copper Falls, 16; Central, 42½; Franklin, 18½; Harshaw, 4¾; Huron, 7; Mesnard, 1¾; National, 2¾; Osceola, 88½; Placerville, 8¾; Pewabic, 24¾; Ridge, 7; Star, 2¾; St. Clair, 3½; Silver Islet, 34; Waukeag, 3¼; Washington, 50c.

#### St. Louis and San Francisco Railway.

The following is a summary of the statement submitted to the Board of Directors at their meeting held in this city on the 29th ult:

Capital stock .....	\$25,000,000 00
Bonded indebtedness .....	17,850,000 00
Main track mileage (392 miles laid with steel).....	633 55 miles
Bonded indebtedness per mile ..	28,175 00
Available assets owned by the company (cash value).....	4,365,715 99

In addition to the above assets the company owns \$9,779,540 (at par) of the capital stock of the Atlantic & Pacific Railroad Co., now issued, and one-half interest in all future issue of the stock of that company. (Total authorized issue, \$100,000,000.)

Bonded indebtedness, less value of assets, stated at \$4,365,715 99..	\$13,484,284 01
Or at the rate per mile of.....	21,284 00
Gross earnings for 1880 .....	\$2,694,060 15
Operating and general expenses and taxes (including \$356,455 expended during the year for steel rails).....	1,319,550 56

Net earnings for the year .....	\$1,374,509 59
Interest charges for 1880 .....	835,746 33

Remaining .....	\$508,762 76
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Improvements in 1880, \$90,000 00	
Paid on account new equipment.....	102,758 30
	192,758 39

Net results for the year .....	\$316,004 46
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#### EQUIPMENT.

Locomotives .....	59
Passenger coaches, &c.....	37
Freight cars and cabooses.....	2,123

#### A New Compressed Air Motor.

Notwithstanding the numerous failures to introduce compressed air as a motive power, the ingenuity of inventors and the new advances made in that direction recently afford more than a reasonable promise than it will eventually be put to a practicable use, if not as a substitute for steam in ocean navigation or on long lines of railroad, at least for short branch roads and in lieu of horse or steam power on city railways. The

best results yet attained have been those accomplished by Col. Beaumont, of the royal arsenal at Woolwich, England. His newly invented air engine has been employed for some time at the arsenal in question, and has been found capable of drawing a load of sixteen tons for a distance of sixteen miles without recharging the air cylinders. The engine which weighs ten tons, has a reservoir in which one hundred cubic feet of air can be compressed to one thousand points to the square inch, and the machinery and wheels work in perfect silence. The difficulties experienced by former inventors have been overcome in the Beaumont engine by placing three cylinders of graduated size on each side of the engine and by applying warmth to counteract the cold produced in the expansion of compressed air.—[Balt. Sun.

#### Imports of Dry Goods at New York.

The imports of foreign dry goods at New York for the month of December, were:

##### ENTERED FOR CONSUMPTION.

	1879.	1880.
Manufactures of wool...	\$869,921	\$588,513
" cotton ..	1,176,038	1,582,716
" silk ....	1,297,807	1,283,844
" flax.....	797,847	630,436
Miscellaneous dry goods.	483,887	512,262

Total .....	\$4,625,500	\$4,597,771
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##### WITHDRAWN FROM WAREHOUSE.

	1879.	1880.
Manufactures of wool...	\$378,961	\$384,889
" cotton..	396,281	235,541
" silk ....	185,004	307,313
" flax ....	298,012	280,042
Miscellaneous dry goods.	129,709	200,298

Total .....	\$1,287,967	\$1,408,083
Add entered for consump.	4,625,500	4,597,771

Thrown upon market...	\$5,913,467	\$6,005,854
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##### ENTERED FOR WAREHOUSING.

	1879.	1880.
Manufactures of wool ..	\$275,712	\$305,901
" cotton ..	365,180	530,733
" silk ....	290,775	366,124
" flax ....	316,398	291,059
Miscellaneous dry goods	145,897	242,151

Total .....	\$1,393,962	\$1,737,968
Add entered for consump	4,625,500	4,597,771

Total entered at the port.	\$6,019,462	\$5,325,739
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The following will show the relative proportion of the different classes of fabrics:

	1879.	1880.
Manufactures of wool...	\$20,773,785	\$28,176,532
" cotton...	18,813,862	26,211,471
" silk ....	29,129,588	35,342,349
" flax.....	14,706,100	18,723,968
Miscellaneous dry goods	8,126,265	11,289,800

Total .....	\$91,549,000	\$119,844,120
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The imports of foreign dry goods at New York for each month of the years 1879 and 1880, were as follows:

	1879.	1880.
January .....	\$5,987,719	\$10,714,881
February .....	12,589,863	15,691,675
March .....	8,618,592	12,238,350
April .....	6,037,243	10,076,286
May .....	4,487,202	7,470,789
June .....	4,846,955	8,158,600
July .....	7,985,348	11,070,161
August .....	11,817,521	15,267,941
September .....	9,781,789	10,112,286
October .....	6,876,626	8,129,985
November .....	6,506,680	5,577,627
December .....	6,019,462	6,335,739

Total .....	\$91,549,600	\$119,844,120
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The value of foreign dry goods entered directly for consumption at the port of New York, is as follows:

	1879.	1880.
January .....	\$4,761,995	\$8,608,069
February .....	10,065,148	13,316,942
March .....	6,757,608	10,374,566
April .....	4,709,395	7,560,530
May .....	5,682,940	5,295,185
June .....	3,798,184	4,974,817
July .....	7,439,798	7,718,376
August .....	9,624,358	11,165,617
September .....	7,918,048	7,420,154
October .....	5,393,154	5,162,851
November .....	5,078,136	3,984,133
December .....	4,625,500	4,597,771

Total .....	\$72,854,262	\$90,124,801
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The value of foreign dry goods withdrawn from warehouse at the port of New York, is as follows:

	1879.	1880.
January .....	\$1,314,191	\$2,012,601
February .....	2,363,842	2,603,637
March .....	1,827,933	1,820,362
April .....	1,436,984	1,323,657
May .....	974,020	1,119,209
June .....	995,527	1,290,469
July .....	1,045,034	1,038,678
August .....	2,103,652	3,766,550
September .....	1,990,491	3,111,253
October .....	4,335,801	2,188,896
November .....	2,423,491	1,869,313
December .....	1,287,967	1,408,083

Total .....	\$18,128,233	\$24,462,808
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The value of foreign dry goods entered for warehousing at the port of New York, is as follows:

	1879.	1880.
January .....	\$1,225,724	\$2,106,812
February .....	2,624,215	2,374,223
March .....	1,855,954	1,863,754
April .....	1,327,848	2,515,756
May .....	804,262	2,175,654
June .....	1,048,771	3,183,683
July .....	1,545,552	3,356,785
August .....	2,194,163	4,102,324
September .....	1,863,741	2,691,332
October .....	1,483,572	1,967,134
November .....	1,428,544	1,643,494
December .....	1,393,962	1,737,968

Total .....	\$18,695,338	\$29,719,319
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MR. JOHN H. HALL retired from the well-known paper house of Campbell, Hall & Co., January 1st, after many years of active business, in which he had earned a most enviable reputation among the trade, and in the business community generally. The copartnership of Campbell, Hall & Co. has existed more than a quarter of a century, and has maintained through those many years a leading position among the solid houses of the city. Mr. Augustine Smith and Mr. Richard L. Campbell continue the business under the firm name of Campbell & Smith. Mr. Smith has been identified with the paper trade of New York for nearly fifty years, and may truly be called one of the pioneers of the business in this section. There is probably no man in the trade who has a wider acquaintance with paper dealers and manufacturers throughout the country, or a more valuable knowledge of the business in which his life has been passed; and certainly no man in the trade is held in higher esteem by all brought in contact with him. Mr. Richard L. Campbell has been brought up in the old house which has so long borne his family name, and is eminently fitted by business experience and qualities to be associated with his senior partner in this well-known establishment.



## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	\$3,500,000	J. & J.	Jan. '81 34	Louisv. Cin. and Lex... 50	\$1,622,483	J. & J.	July '80 3	Ware River*.....100	\$750,000	J. & J.	July '80 34
Ashuelot.....100	210,000	quarterly	Oct. '79 14	Louisville & Nashville...100	18,030,000	.....	Feb. '81 3	Warren (N. J.).....100	1,800,000	A. & O.	Apr. '80 3
Atch. Pop. & Santa Fe...100	10,469,300	quarterly	Feb. '81 2	Louisv. N. Alb. & Ohl...100	3,000,000	J. & D.	Dec. '70 3	Warwick Valley.....100	225,000	J. & J.	July '80 3
Atlanta and West Point...100	1,282,300	J. & J.	July '80 4	Lowell and Andover...100	500,000	J. & J.	July '80 34	Westchester & Phil. pref.100	821,300	J. & J.	July '80 2
Atlanta and St. Law*...100	5,000,000	M. & S.	Sept. '80 3	Lowell and Lawrence...100	200,000	A. & O.	Apr. '78 24	West Jersey.....100	1,559,750	F. & A.	Nov. '79 2
Augusta and Savannah...100	1,222,900	J. & D.	June '80 34	Lykens Valley.....100	600,000	F.M.A.N.	Feb. '79 24	Wilmington & Weldon...100	1,455,200	J. & D.	Nov. '79 3
Avon, Genesee & Mt. M.*100	225,000	A. & O.	Jan. '78 3	Manchester and Law...100	1,000,000	M. & N.	Nov. '80 5	Winchester & Potomac*100	180,000	J. & J.	July '80 3
Baltimore and Ohio.....100	14,218,800	M. & N.	Nov. '80 5	Marletta & Cincinnati... 50	1,098,912	— & —	— & —	Winchester & Strasburg*100	600,000	J. & J.	July '80 3
Washington Br.....100	4,569,578	J. & J.	July '80 3	Massachusetts.....100	4,460,388	M. & S.	Sep. '86 3a	Worcester and Nashua... 75	1,789,800	J. & J.	Jan. '81 2
Berkshire.....100	600,000	quarterly	Apr. '80 13	Memphis & Charleston* 25	5,812,725	J. & D.	Jan. '80 2	HORSE-POWER R. R.			
Boston and Albany.....100	20,000,000	N. & N.	Dec. '80 2	Metropolitan Elvva*el.100	6,500,000	quarterly	Jan. '81 24	Albany City.....100	110,300	— & —	.....
Bos. Cin. F. & N. Bel.100	1,297,600	— & —	— & —	Michigan Central.....100	18,738,204	F. & A.	Feb. '81 4	Baltimore City.....25	1,000,000	J. & J.	Jan. '81 5
Agricultural Br. guar...100	60,000	J. & D.	June '78 3	Middlesex Central.....100	2,138,204	F. & A.	Aug. '80 3	Balt. Cat. & El. Mills...100	121,000	A. & O.	Oct. '80 1
Bost. Cono. & Mont.*pref.100	800,000	M. & N.	Nov. '80 3	Mill Creek & Minehill* 50	323,375	J. & J.	July '80 3	Boston & Chelsea pref... 50	200,000	J. A. J. O.	Apr. '78 4
Boston and Lowell.....500	2,250,000	J. & J.	Jan. '81 2	M. Hill & Schuyll. Hav.* 50	3,856,450	J. & J.	July '80 34	Broadway (Brooklyn)...100	2,100,000	J. A. J. O.	Apr. '79 24
Boston and Maine.....100	6,921,274	M. & N.	Nov. '80 4	Missouri Pacific.....100	2,418,000	quarterly	Jan. '81 14	Broadway & 7th Av. (N.Y.)100	400,000	A. & O.	Apr. '79 24
Boston and Providence...100	4,000,000	M. & N.	Nov. '80 4	Mobile & Montgomery...100	2,794,800	F. & A.	Feb. '80 24	Brooklyn & Hunter's Pt.100	2,000,000	F.M.A.N.	Aug. '79 4
Attleborough Branch...100	131,700	J. & J.	Jan. '81 3	Morris and Essex.....100	15,000,000	J. & J.	Jan. '81 34	Brooklyn City.....100	2,000,000	F.M.A.N.	Aug. '79 4
Bost. Revere B. & Lynn...100	350,000	J. & J.	Jan. '81 3	Mt. Carbon & Pt. Carbon...50	282,350	J. & J.	July '80 6	Bushwick (Brooklyn)...100	209,000	J. & J.	July '71 34
Buffalo, N. Y. and Erie*100	950,000	J. & D.	Dec. '80 3	Nashua and Lowell.....100	1,308,800	A. & O.	Oct. '80 1	Cambridge.....100	903,600	J. A. J. O.	Oct. '80 4
Burl. & Mo. Riv. in Nob.100	8,537,800	quarterly	Feb. '70 2	Nashua and Rochester...100	1,529,000	J. & D.	Dec. '79 3	Can. Park N. & E. Riv.100	1,068,400	J. & J.	Jan. '79 3
Camden and Atlantic... 50	377,400	quarterly	Apr. '80 34	Nashville and Decatur...100	1,000,000	A. & O.	Apr. '80 1	Citizens' (Phila.).....50	200,000	M. & N.	Nov. '77 10
Camden & Burl. Co.....100	838,511	quarterly	Apr. '80 34	Nash. Chat. & St. Louis...25	6,575,258	A. & O.	Apr. '80 1	Coney Island & Brookl...100	500,000	A. & O.	Oct. '80 5
Orpe May and Millville* 50	381,925	J. & J.	Jan. '81 3	Naugatuck.....100	2,000,000	J. & J.	Jan. '81 3	Continental (Phila.)...50	180,000	J. & J.	Jan. '81 6
Catawissa.....50	447,000	J. & D.	June '80 3	Nequehoning Valley*... 50	1,000,000	M. & S.	Sep. '80 24	D. Dock, E. B'dw. & Bat.100	1,200,000	F.M.A.N.	May '79 2
Catawissa.....50	1,159,600	Oct. '80 34	— & —	N. Castle & Beaver Val.* 50	1,500,000	quarterly	July '80 24	Eighth Avenue (N.Y.)...100	1,000,000	J. & J.	Jan. '79 6
— pref.100	2,200,000	M. & N.	Nov. '80 34	N. Haven & Northamp...100	605,000	quarterly	Oct. '78 3	Elizabeth and Newark...100	200,000	— & —	— & —
— 2d pref.100	1,000,000	M. & N.	Nov. '80 34	New London Northern*100	1,418,800	quarterly	Oct. '80 14	42nd St. & Gt. Ferry...100	748,000	M. & N.	May '79 6
Cayuga and Susq*.....100	689,116	J. & J.	Jan. '80 4	N. Y. Cen. & Hudson R...100	89,428,330	quarterly	Jan. '81 2	Frankf. & Southw. (Ph.) 50	600,000	A. & O.	Apr. '80 4
Cedar Rapids & Mo. R.*100	6,850,400	F.M.A.N.	Nov. '80 1	New York and Harlem...100	8,500,000	J. & J.	Jan. '81 2	Germantown (Ph.).....50	1,600,000	J. & J.	July '80 5
Central of Georgia.....100	7,500,000	J. & D.	Aug. '80 3	— pref.100	1,600,000	J. & J.	Jan. '81 4	Girard College (Ph.)...50	500,000	J. & J.	July '71 3
Central of New Jersey...100	18,563,200	quarterly	Apr. '73 24	— City Line.....	2,000,000	annually	Apr. '80 3	Grand St. and Newton...100	170,000	J. & J.	July '71 2
Central Ohio.....50	2,425,000	J. & J.	Jan. '81 3	New York & Long Br.*100	2,000,000	.....	Oct. '79 2	Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
— pref.100	400,000	J. & J.	Jan. '81 3	New York Elevated.....100	6,500,000	quarterly	Oct. '80 2	Heston, Mantan & Fairm. 50	2,050,000	J. & J.	Jan. '79 14
Central Pacific.....100	54,275,500	F. & A.	Aug. '80 3	N. Y. Lake Erie & West.100	77,107,700	— & —	— & —	Highland.....100	600,000	A. & J.	Jan. '80 4
Chemung.....100	380,000	quarterly	July '80 14	— pref.100	1,145,700	— & —	— & —	Lomb. & South Sta. (Ph.) 25	105,000	A. & O.	Oct. '79 24
Chesire, preferred.....100	2,185,300	J. & J.	July '80 14	N. Y. N. H. & Hartf...100	15,500,000	J. & J.	July '80 5	Lynn and Boston.....100	200,000	annually	Nov. '80 6
Chicago and Alton.....100	10,065,400	M. & S.	Sept. '80 34	N. Y. N. H. & Boston...100	3,000,000	quarterly	Nov. '80 2	Malden and Melrose...100	200,000	— & —	— & —
— pref.100	2,425,400	M. & S.	Sept. '80 34	Nig. Bridge & Canand*100	1,600,000	J. & J.	July '80 3	Metropolitan (Boston)...50	1,500,000	J. & J.	Jan. '81 4
Chicago, Burl. & Quincy...100	31,004,486	M. & S.	Dec. '80 2	North Carolina.....100	4,000,000	M. & S.	Mar. '80 5	Middlesex (Boston)...100	550,000	M. & N.	Nov. '80 34
Chil. Cin. Dub. & Minn...100	6,156,000	A. & O.	Apr. '79 34	N. Eastern (S.C.) pref.100	92,160	M. & N.	Nov. '77 4	N. Y. Bay Ridge & Jam.100	102,540	— & —	— & —
Chicago, Iowa & Nebr.*100	3,916,200	J. & J.	Jan. '81 4	North Pennsylvania.....50	4,627,000	quarterly	Nov. '80 14	Ninth Avenue (N.Y.)...100	797,320	— & —	— & —
Chl. Mil. and St. Paul...100	15,404,281	A. & O.	Oct. '80 3	Northern Central.....100	5,842,000	A. & O.	Jan. '81 24	Orange and Newark.....100	282,555	— & —	— & —
— pref.100	12,279,488	A. & O.	Oct. '80 34	Northern N. Hampsh...100	8,068,400	J. & D.	Dec. '80 3	People's (Phila.).....25	205,064	— & —	— & —
Chicago & N. Western...100	14,988,207	J. & D.	Dec. '80 3	Northern New Jersey...100	1,000,000	J. & J.	July '77 2	Philadelphia City.....50	475,000	J. & J.	Jan. '81 5
— pref.100	21,625,358	quarterly	Feb. '81 13	Norwich & Worcester*...100	2,004,400	J. & J.	Jan. '81 5	Philadelphia and Darby 20	200,000	J. & J.	July '77 2
Chicago, R. I. & Pacific...100	50,000,000	quarterly	Feb. '81 13	Ogdensb. & L. Champ*100	3,077,000	J. & J.	July '76 2	Phila. and Gray's Ferry 50	284,775	J. & J.	Jan. '78 2
Cin. Ham. & Dayton.....100	3,500,000	A. & O.	Oct. '80 2	— pref.100	2,000,000	A. & O.	Apr. '78 4	Pbg. Alleg. & Manchester 50	200,000	quarterly	Apr. '78 2
Cin. Sand. & Cleve. pref. 50	429,037	M. & N.	Nov. '80 3	Ohio and Mississippi...100	20,000,000	quarterly	Mar. '76 34	Ridge Avenue (Ph.)...50	750,000	A. & O.	Apr. '78 14
Clev. Col. Cin. & Ind...100	14,991,800	F. & A.	Feb. '80 24	— pref.100	4,030,000	J. & D.	Mar. '76 34	Second Avenue (N.Y.)...100	1,199,500	J. A. J. O.	Apr. '78 2
Cleveland & Mahoning* 50	2,057,569	M. & N.	Nov. '79 4	Old Colony.....100	7,135,800	J. & J.	Jan. '81 3	Second & Third St. (Ph.) 40	962,100	quarterly	Jan. '79 3
Cleveland & Pittsburg* 50	11,236,150	quarterly	Dec. '80 2	Oregon Railway & Nav.100	4,455,000	quarterly	Nov. '80 2	17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Columbus and Xenia*... 50	1,796,200	M.J.S.D.	Dec. '80 2	Owego and Syracuse*...100	482,400	F. & A.	Aug. '81 4	Sixth Avenue (N.Y.)...100	750,000	M. & N.	Nov. '77 5
Colum. & Hooking Val.100	2,500,000	F. & A.	Aug. '80 4	Panama.....100	700,000	quarterly	Nov. '80 4	Jomerville (Boston)...100	115,000	M. & N.	Nov. '80 3
Concord.....100	1,500,000	M. & N.	Nov. '80 5	Paterson and Hudson*100	832,000	J. & J.	Jan. '81 4	South Boston.....50	000,000	J. & J.	Jan. '81 4
Concord and Portia.....100	850,000	J. & D.	Oct. '80 34	Paterson and Newark*100	250,000	J. & J.	Jan. '81 4	Third Avenue (N.Y.)...100	2,000,000	F.M.A.N.	Nov. '80 4
Conn. & Passump Riv.100	2,176,700	F. & A.	Aug. '80 3	Paterson and Ramapo*100	248,000	J. & J.	Jan. '81 4	13th & 15th street (Ph.) 50	1,000,000	J. & J.	Jan. '81 4
Connecticut River.....100	2,100,000	J. & J.	Jan. '81 4	Pembor. & Hightstown* 50	342,150	J. & J.	July '80 3	23d street (N.Y.).....100	600,000	J. & J.	Jan. '79 4
Cumberland Valley.....100	1,292,950	J.A.J.O.	Oct. '80 4	Pennsylvania.....100	68,870,200	M. & N.	Nov. '80 4	Union (Boston).....100	374,500	J. & J.	Jan. '80 5
— 1st pref.100	241,900	A. & O.	Oct. '80 4	Peoria & Bureau Val.*100	1,200,000	F. & A.	Aug. '80 4	Union (Phila.).....50	400,000	J. & J.	July '80 7
— 2d pref.100	243,000	A. & O.	Oct. '80 4	Philadelphia and Erie* 50	6,004,300	J. & J.	Jan. '75 4	West Philadelphia.....50	400,000	J. & J.	July '77 10
Danbury and N. W. Va. 50	600,000	quarterly	Jun. '80 11	— pref.100	2,400,000	J. & J.	Jan. '75 4	CANALS.			
Dayton & Michigan*... 50	2,401,528	A. & O.	Oct. '80 13	Phil. Ger. & Norristwn* 50	1,626,250	M.J.S.D.	Dec. '80 3	Chesapeake & Delaware 50	1,983,503	J. & D.	June '75 2
Delaware.....50	1,211,260	quarterly	July '80 2	Philadelphia & Reading 50	32,728,375	quarterly	Jan. '76 24	Delaware Division.....50	1,633,350	— & —	Aug. '80 1
Del. & Bound Brook*...100	1,584,400	quarterly	Nov. '80 14	— pref.100	1,551,800	quarterly	July '76 34	Delaware and Hudson...100	20,000,000	F. & A.	Aug. '78 4
Del. Lackaw. & Westn...100	26,200,000	quarterly	Jan. '81 14	Phila. and Trenton*...100	1,269,100	quarterly	Oct. '80 24	Delaware and Raritan*100	5,847,400	quarterly	Oct. '80 24
Detroit, Lans. & Nor...100	1,874,000	F. & A.	Aug. '80 24	Phila. Wil. & Balt.....100	11,672,760	J. & J.	Jan. '81 4	Lehigh Coal & Navigat. 50	10,848,550	J.S.D.M.	Sept. '76 14
— pref.100	2,603,300	F. & A.	Aug. '80 24	Pittsb. Ft. W. & Chi.*100	19,714,285	quarterly	Oct. '80 14	Monongahela Navigat. 50	1,003,500	J. & J.	July '79 4
Dubuque & Sioux City*100	6,000,000	A. & O.	Oct. '80 3	— Special Imp.100	550,300	quarterly	Jan. '80 24	Morris (consolidated)...100	1,025,000	F. & A.	Feb. '78 2
East Pennsylvania*.....100	1,309,200	J. & J.	Jan. '81 3	Pittsfield & N. Adams...100	460,000	J. & J.	Jan. '80 24	— (preferred).....100	1,175,000	F. & A.	Feb. '78 5
East Mahony.....50	392,950	J. & J.	July '80 3	Port. Baco & Portem...100	1,600,000	J. & J.	July '80 3	Pennsylvania.....50	4,337,950	— & —	— & —
East Tenn. Va. & Ga...100	1,988,274	.....	— & —	Profile and Franconia...100	853,000	Annual	Jan. '81 3	Schuyl. Nav. (common)* 50	1,908,207	annually	A. '79 70c.
Easton (Mass.).....100	4,997,600	J. & J.	July '78 3	Providence & Worcester100	2,000,000	J. & J.	Feb. '80 2	— (pref.) 50	2,888,977	annually	A. '79 140c.
Eastern (N. H.).....100	492,500	J. & D.	Dec. '80 24	Republic Valley.....100	853,000	quarterly	July '80 4	MISCELLANEOUS.			
Eel River.....100	3,000,000	— & —	— & —	Rensselaer & Saratoga*100	6,000,000	J. & J.	Nov. '79 3	Adams Express.....100	12,000,000	quarterly	Dec. '80 2
Elmira & Williamsport* 50	500,000	M. & N.	May '80 24	Rhode Island & Mass...100	175,755	J. & J.	Nov. '79 3	American Express.....50	18,000,000	J. & J.	Jan. '81 24
— pref.100	1,000,250	quarterly	Jan. '81 3	Richmond & Petersb...100	1,008,600	J. & J.	Jan. '81 3	Amoskeag Manuf. Co...100	8,000,000	J. & D.	June '80 5
Erie and Pittsburg*... 50	4,500,000	J. and J.	Oct. '79 14	Roch. & Genesee Val.*110	555,200	J. & J.	July '75 3	Calumet and Hecla Mining100	100,000 S.	F.M.A.N.	Nov. '80 35
Fitchburg.....100	600,000	— & —	— & —	Rutland preferred.....100	2,300,000	F. & A.	Feb. '75 34	Central Mining Co.....100	10,		



**Louisville and Nashville Railroad.**

The following is an official statement of the business of the Louisville and Nashville Railroad Company for the six months ending December 31, 1880:

Net earnings for 6 months ending Dec. 31, 1880.....	\$2,206,331 15
Receipts from other sources.....	95,342 18
	<hr/>
Interest for 6 months.....	\$1,301,673 32
	<hr/>
Surplus over interest.....	691,678 38
Dividend payable Feb. 1, 1881, 3 per cent.....	543,900 00
	<hr/>
Surplus over dividend.....	\$147,878 38

**Statement of the Public Debt of the United States, January 1, 1881.**

DEBT BEARING INTEREST.	Amount Outstanding.	Accrued Interest.
6 per cent. bonds, 1861 (Oregon), 1861.....	\$710,550 00	\$21,216 50
6 per cent. 1881 bonds, 1861..	144,332,900 00	43,019 00
6 per cent. 1881 bonds, 1863..	57,216,100 00	1,716,483 00
6 per cent. funded loan of 1861	469,861,000 00	3,913,753 75
4 per cent. funded loan of 1861	250,000,000 00	937,500 00
4 per cent. funded loan of 1867.	738,120,400 00	7,284,204 00
Refunding Certificates.....	927,400 00	5,274 00
6 per cent. navy pension fund, 1868.....	14,000,000 00	210,000 00

Aggregate of debt bearing interest.....	\$1,675,265,400 00	\$18,522,733 25
Interest due and unpaid.....		2,208,833 42

**DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.**

Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	\$57,665 00
6 percent. Mexican indemnity stock, 1846.....	1,104 91
6 per cent. bonds, 1847.....	1,250 00
6 per cent. bounty land scrip, 1847.....	3,275 00
6 per cent. Texas indemnity bonds, 1850.....	21,000 00
6 per cent. bonds, of 1858.....	8,000 00
6 per cent. bonds, 1860.....	10,000 00
6 per cent. 5-20 bonds, called 1862.....	378,750 00
6 per cent. 5-20 bonds, called June, 1864.....	65,050 00
6 per cent. 5-20 bonds, called 1865.....	79,050 00
6 per cent. 10-40 bonds, called, 1864.....	1,277,350 00
6 per cent. Consol. bonds, called, 1865.....	514,950 00
6 per cent. Consol. bonds, called, 1867.....	1,732,800 00
6 per cent. Consol. bonds, called, 1868.....	557,800 00
6 per cent. loan, 1861, matured Dec. 31, 1880.....	6,182,000 00
1 to 6 per cent. treasury notes, prior to 1846.....	82,525 35
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00
6 per cent. treasury notes, 1847.....	950 00
6 to 6 per cent. treasury notes, 1851.....	1,700 00
6 per cent. treasury notes, 1861.....	3,000 00
7 3-10 per cent. 3 years' treasury notes, 1861.....	16,300 00
6 per cent. 1 year notes, 1863.....	45,595 00
6 per cent. 2 year notes, 1863.....	35,700 00
6 per cent. compound interest notes, 1863-64.....	255,770 00
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	144,400 00
6 per cent. certificates of indebtedness, 1862-63.....	4,000 00
4 to 6 per cent. temporary loan, 1864.....	2,900 00
3 per cent. certificates called.	5,000 00

Aggregate of debt on which interest has ceased since maturity.....	\$11,484,395 25	\$856,825 32
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DEBT BEARING NO INTEREST.	Amount Outstanding.	Accrued Interest.
Demand notes, 1861-62.....	\$60,745 00	
Legal tender notes, 1862-63..	346,681,016 00	
Certificates of deposit.....	7,005,000 00	
Gold certificates, 1863.....	6,854,880 00	
Silver certificates, 1878.....	43,682,130 00	
Unclaimed interest.....		7,927 03
Fractional currency, 1862, 1863 and 1864.....	\$15,623,464 12	
Less amount estimated as lost or destroyed, act of June 21, 1879.....	5,876,924 00	
	<hr/>	<hr/>
	7,147,530 12	

Aggregate of debt bearing no interest.....	\$418,125,301 12	\$7,927 03
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**RECAPITULATION.**

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	\$202,266,550 00	
Bonds at 5 per cent.....	469,861,000 00	
Bonds at 4 per cent.....	250,000,000 00	
Bonds at 4 per cent.....	738,120,400 00	
Refunding certificates.....	927,400 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	<hr/>	<hr/>
	\$1,675,265,400 00	\$20,731,563 67

Debt on which interest has ceased since maturity.....	11,484,395 25	\$856,825 32
---	---------------	--------------

Debt bearing no interest, viz:		
Old Demand and legal-tender notes.....	\$346,741,761 00	
Certificates of deposit.....	7,005,000 00	
Coin and Silver Certificates.....	52,241,010 00	
Fractional currency.....	7,147,530 12	
	<hr/>	<hr/>
	\$418,125,301 12	7,927 03

Unclaimed interest.....		7,927 03
	<hr/>	<hr/>
	\$2,093,385,295 38	\$21,596,379 02

Total debt, principal and interest, to date, including interest due and unpaid.....	\$2,121,481,475 40	
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**AMOUNT IN TREASURY.**

Interest due and unpaid.....	2,208,833 42
Debt on which interest has ceased.....	11,484,395 25
Interest thereon.....	856,835 32
Gold and silver certificates.....	52,241,010 00
U S Notes held for redemption of certificates of deposit.....	7,005,000 00
Cash balance available Jan. 1, 1881.....	148,503,615 41

Debt, less amount in Treasury, Jan. 1, 1881.....	\$1,899,181,735 99	
Debt, less amount in Treasury, on the 1st ult.	1,904,881,166 75	

Decrease of debt during the month.....	\$5,699,430 76	
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Decrease of debt since June 30, 1880.....	\$12,990,559 35	
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**BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.**

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64.....	\$25,885,120 00	\$776,553 00
Kansas Pacific bonds, 1862-64.....	6,303,000 00	189,000 00
Union Pacific bonds, 1862-64.....	27,236,512 00	817,095 36
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	48,000 00
Western Pacific bonds, 1862-64.....	1,970,560 00	59,116 80
Sioux City and Pacific bonds, 1862-64.....	1,623,320 00	48,849 60
	<hr/>	<hr/>
Totals.....	\$64,623,512 00	\$1,983,705 36

Interest paid by United States, \$47,589,861 30; interest repaid by transportation of mails, &c., \$14,052,447 48; interest repaid by cash payments: 6 per cent net earnings, \$655,198 87; balance of interest paid by United States, \$32,582,214 95.	
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The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, December 31, 1880.

JOHN SHERMAN,  
Secretary of the Treasury.

**Interest and Dividends.**

—The Delaware, Lackawanna and Western Railroad Company has declared a quarterly dividend of 1½ per cent, payable Jan. 20.

—The Atchison, Topeka and Santa Fe Railroad Company has declared a quarterly dividend of 2 per cent. (\$2 per share), payable Feb. 15.

—The St. Louis and San Francisco Railway Company has declared a dividend of 3½ per cent on its first preferred stock, payable February 1.

—The Cincinnati, Indianapolis, St. Louis and Chicago Railroad Company will pay its first dividend (quarterly) of 1½ per cent. on the 15th of January.

—The 13th and 15th Streets, Philadelphia, Passenger Railway Co. has declared a dividend of \$2 per share (4 per cent.), payable Jan. 3.

—The Fort Wayne and Jackson Railroad Company has declared a four per cent. dividend, payable on demand.

—The Little Schuylkill Navigation Railroad and Coal Co. has declared a semi-annual dividend of 3½ per cent., payable Jan. 13.

—A dividend of \$1 50 per share (3 per cent) on the capital stock of the East Pennsylvania Railroad Company will be paid at the office of the Philadelphia and

Reading Railroad Company, Philadelphia, on the 18th inst.

**THE SUBSCRIPTION BOOKS  
TO THE  
STOCK  
OF THE**

**IRON STEAM-BOAT CO.**

Will be Closed Jan. 12, 1881.

May & King,

NO. 33 BROAD ST.

Jameson, Smith & Cotting,

NO. 12 WALL ST.

Scott & Leavitt,

NO. 24 BROAD ST.

**Brown, Brothers & Co.,**

NO. 59 WALL ST., N. Y.

BUY AND SELL

**BILLS OF EXCHANGE**

ON GREAT BRITAIN AND IRELAND, FRANCE, GERMANY, BELGIUM AND HOLLAND.

Issue Commercial and Travelers' Credits IN STERLING,

AVAILABLE IN ANY PART OF THE WORLD.

And in France, in Martinique and Guadeloupe.

**MAKE TELEGRAPHIC TRANSFERS OF MONEY**

Between this and other countries, through London and Paris.

Make Collections of Drafts drawn abroad on all points in the United States and Canada, and of Drafts drawn in the United States on Foreign Countries.

**Paine & Webber,**

BANKERS AND BROKERS,  
(Members of the Boston Stock Exchange.)  
48 Congress St., Boston.

Transact a general Banking business.  
Buy and sell Stocks and Bonds on commission in all markets. Correspondence solicited.

**John H. Davis & Co.,**

Bankers and Brokers,  
17 Wall St., New York.

Interest allowed on Temporary and Standing Deposits.  
Stocks and Bonds bought and sold on Commission only, either on Margin or for Investment.

**Sheldon & Wadsworth,**

BANKERS,

10 WALL STREET, N. Y.

IN ADDITION TO A GENERAL BANKING BUSINESS, BUY AND SELL ON COMMISSION GOVERNMENT BONDS AND ALL SECURITIES CURRENT AT THE NEW YORK STOCK EXCHANGE, MAKING LIBERAL ADVANCES ON SAME. ALLOW INTEREST ON DEPOSITS.

WM. C. SHELDON. WM. B. WADSWORTH,  
GEO. R. SHELDON.

OFFICE OF THE ONTARIO SILVER MINING CO.,  
No. 18 WALL ST., NEW YORK, Jan. 5, 1881.

**DIVIDEND NO. 63.**

THE REGULAR MONTHLY DIVIDEND OF Fifty Cents per share has been declared for December, payable at the office of the Transfer Agents, Wells, Fargo & Co., No. 65 Broadway, on the 15th inst.

Transfer-books close on the 10th inst.

H. B. PARSONS, Assistant Secretary.

**NOTICE.**

The Louisville and Nashville Railroad Company de-

clared this day a semi-annual dividend of 3 per cent upon the stock of the company, payable on and after the 1st of February. Dividends on stock registered in New York will be paid at the office of the company, No. 52 Wall st. The transfer books will be closed on the 22d January and reopen on the 3d February.

E. H. GREEN, President.

New York, Jan. 5, 1881.

THE LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY,  
TREASURER'S OFFICE, GRAND CENTRAL DEPOT,  
NEW YORK, Dec. 21, 1880.

THE BOARD OF DIRECTORS OF THIS COMPANY have this day declared a DIVIDEND OF FOUR PER CENT upon its capital stock, payable on the FIRST day of FEBRUARY next at this office.

The Transfer Books will be closed at 3 o'clock p. m. on THURSDAY, the 30th inst., and will be reopened on the morning of Saturday, the 5th day of February next.

E. D. WORCESTER, Treasurer.

HANNIBAL AND ST. JOSEPH RAILROAD COMPANY,  
No. 78 BROADWAY, NEW YORK, Dec. 28, 1880.

THE DIRECTORS OF THIS COMPANY HAVE this day declared a dividend of THREE AND ONE-HALF PER CENT upon its preferred stock, payable TUESDAY, Feb. 1, 1881, at this office. The transfer-books of the preferred stock will be closed at 3 o'clock P. M. on Jan. 10, and reopen Feb. 3, 1881.

JOHN A. HILTON, Secretary.

BOSTON, HOOSAC TUNNEL & WESTERN Ry.

PULLMAN LINE between BOSTON and the WEST.

VIA THE

**Hoosac Tunnel.**

ALL THE MODERN APPLIANCES,  
STEEL RAILS, IRON BRIDGES,  
WESTINGHOUSE IMPROVED AIR BRAKES,  
MILLER'S PATENT PLATFORMS & BUFFERS,  
COACHES HEATED BY STEAM.

Ask for Tickets via the

Hoosac Tunnel and the New York Lake Erie and Western Ry.

A. A. GADDIS, F. L. POMEROY,  
Gen'l Manager. Gen'l Pass'r Agent,  
BOSTON, MASS. NORTH ADAMS, MASS.

**RIEHLÉ BROS.**  
STANDARD  
**SCALES**  
AND  
**TESTING MACHINES**

Office and Works, 9th st. above Master, Philadelphia.  
Warehouses, 60 and 62 So. 4th st. above Chestnut, Phila.  
New York Store, 91 Liberty st.  
Pittsburg Store, 272 Liberty St., (under 7th Av. Hotel)  
Scales for Railroads, Elevators and Wharves;  
Scales for Furnaces, Rolling Mills, Mines, etc.  
Testing Machines adopted by U. S. Government  
Trucks for Depots Warehouses, etc.

Geo. V. Halliday & Co., Agents, 610 North 4th St., St. Louis, Mo.  
New Orleans, La.

N. B. A liberal discount to the trade. Send for price.

**SWIFT'S IRON AND STEEL WORKS,**

**26 West Third St., CINCINNATI, O.,**

Manufacturers of all Weights of Standard and Narrow-Gauge Rails by most Approved Process. Also Rail Fastenings, Steel and Bloom Boiler Plate, Tank, Sheet and Bar Iron.

**WM. A. COLE & CO.,**  
**PRESSERS OF OILS,**

AND

**DEALERS IN STEARINE, GREASE, &c.**

**387, 389 & 391 WEST 12TH STREET.**

**BRANCH OFFICE, 41 BROAD ST.,**

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W. A. COLE,  
S. E. HISCOX,  
E. T. BELL

**A. G. DAY,**

MANUFACTURER OF

**Kerite Insulated Telegraph Wire and Cables**

Of all kinds made to order, for Ocean, River, Aerial and Subterranean Lines.

The Kerite covering of these Conductors unlike any other, resists effectually the destructive action of Heat and Moisture, and the corrosive agents either in Earth, Air or Water.

Special orders should state whether the Cable is to be exposed to Earth, Air or Water.

FACTORY—SEYMOUR, CONN.

Office, 120 Broadway, New York.

C. B. HOTCHKISS, General Agent.

**STEEL**  
**CASTINGS**

**FROM 1-4 TO 10,000 lbs. WEIGHT.**

True to pattern, sound and solid, of unequalled strength, toughness and durability.  
An invaluable substitute for forgings or cast-irons requiring three-fold strength.  
CROSS-HEADS, ROCKER-ARMS, PISTON-HEADS, ETC., for Locomotives.  
15,000 Crank Shafts and 10,000 Gear Wheels of this steel now running prove its superiority over other Steel Castings.  
CRANK-SHAFTS, CROSS-HEADS and GEARING, specialties.  
Circulars and Price Lists free. Address

**CHESTER STEEL CASTING CO.**  
407 Library St., PHILADELPHIA.  
Works, CHESTER, Pa.

**NEW YORK, LAKE ERIE WESTERN RAILWAY.**

**TO THE TRAVELING PUBLIC.**

During the Centennial Season—six months, closing November 10, 1876—the Erie Railway carried almost 3,000,000 passengers, without a single accident to life or limb, or the loss of a piece of baggage.

And for a whole year, the official records of the United States Post-Office Department show the arrivals of Erie Railway trains in New York, on time, to be from 15 to 27 per cent. ahead of competing lines.

Facts well worthy the consideration of travelers.

E. S. BOWEN,  
General Superintendent.

JNO. N. ABBOTT,  
General Passenger Agent.

**STEEL** Made entirely of STEEL.  
**CAR** ONE MAN with it can easily  
**PUSHER** move a loaded Car.  
Manufactured by  
**E. P. DWIGHT,**  
407 Library St.,  
PHILADELPHIA.

**Knox & Shain,**

MANUFACTURERS of Engineering and Telegraphic Instruments, 716 Chestnut St., Phila. (Two medals awarded by Franklin Institute, and one by Centennial.)

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Stationers, Printers, and Manufacturers of  
Patent Spring-Back Account Books,

All kinds of first-class Stationery, Writing Paper,  
Desk Portfolios, Scrap-Books, Expense-Books,  
Diaries, Pocket Cutlery, Cards, Chess-  
men, Wallets, etc., etc.

We keep everything in our line and sell at lowest prices. Orders solicited. **CYRUS H. LOUTREL.**



**Safety Railroad Switches**

WITH  
MAIN TRACK UNBROKEN.

RAILROAD CROSSINGS, FROGS,  
and other

ROADWAY SUPPLIES.

MANUFACTURED BY

THE WHARTON  
RAILROAD SWITCH CO.

Office, 28 South 3d Street.  
Works, 23d and Washington Ave.  
PHILADELPHIA.

THE ROGERS  
Locomotive & Machine  
WORKS,

PATERSON, N. J.,

HAVING extensive facilities, are now prepared to furnish promptly of the best and most approved description, either

COAL OR WOOD BURNING;  
LOCOMOTIVE ENGINES,

AND OTHER VARIETIES OF

RAILROAD MACHINERY.

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H. S. HUGHES, Sec'y.  
WM. S. HUDSON, Sup't. } Paterson, N. J.

R. S. HUGHES, Treasurer,  
44 Exchange Place, New York.

A. WHITNEY & SONS,  
CAR WHEEL WORKS,  
Callowhill and Sixteenth Sts.,

PHILADELPHIA, PENN.

FURNISH CHILLED WHEELS for Cars, Trucks and Tenders. CHILLED DRIVING WHEELS and TIRES for Locomotives. ROLLED and HAMMERED AXLES.

WHEELS and AXLES FITTED COMPLETE.

ESTABLISHED 1873.

LONERGAN'S  
SECRET SERVICE,

T. E. LONERGAN, Proprietor,  
82 & 84 Nassau Street, New York.

The investigation of frauds on Railway Companies a specialty.

First-Class English  
IRON & STEEL RAILS,

AT LONDON PRICES, F. O. B.

Also purchase all classes of Railroad Securities, and negotiate Loans for Railroad Companies.

WM. A. GUEST & CO.,  
17 Nassau Street,  
NEW YORK.

**RAILROAD IRON.**

THE undersigned, agents or the manufacturers, are prepared to contract to deliver best quality American or Welsh, Steel or Iron Rails, and of any required weight and pattern. Also Speigel and Ferro Manganese

PERKINS & CHOATE,  
23 Nassau Street,  
NEW YORK.

# NO OTHER LINE IS SUPERIOR TO THE FITCHBURG RAILROAD HOOSAC TUNNEL ROUTE WEST.

8.30 A. DAY  
M. EXPRESS.

Through drawing-room car to Rochester, N. Y., connecting with through sleeping cars for Cincinnati, Cleveland, Toledo, DETROIT AND CHICAGO.

2.15 P. CINCINNATI  
M. EXPRESS.

Pullman Sleeping Car attached, running through to Cincinnati without change. (Only Line running Pullman Cars from Boston.) This car runs via Erie Railway, making direct connection for Louisville, St. Louis, Kansas City, New Orleans, and all points in Texas and New Mexico.

3.00 P. ST. LOUIS  
M. EXPRESS.

THE ONLY LINE which runs a THROUGH SLEEPING-CAR from

**BOSTON TO ST. LOUIS WITHOUT CHANGE!**

ARRIVING AT 8.00 A.M. SECOND MORNING.

Through sleeping car for Buffalo, Toledo, Fort Wayne, Logansport, Lafayette, Danville, Tolono, Decatur and St. Louis, making direct connection with through Express Trains for Kansas, Colorado, Texas, and all points in the

**SOUTHWEST.**

6.00 P. PACIFIC  
M. EXPRESS.

The only line running a through sleeping car via Buffalo and Detroit without change, arriving at Chicago at 8.00 A.M. second morning, making sure connections with through Express Trains for Iowa, Nebraska, Kansas, Colorado, the Pacific Coast, Wisconsin, Minnesota, and all points in the

**WEST AND NORTHWEST.**

THE ABOVE TRAINS RUN DAILY, SUNDAYS EXCEPTED.

This Great Short Line passes through the most celebrated scenery in the country, including the famous HOOSAC TUNNEL, four and three-quarters miles long, being the longest Tunnel in America, and the third longest in the world.

Tickets, Drawing-Room and Sleeping-Car Accommodations may be secured in Advance by Applying to or Addressing

250 WASHINGTON STREET, BOSTON. 250

JOHN ADAMS, Gen. Supt.

F. L. PARKER, Traffic Manager.

S. W. CUMMINGS, General Passenger & Ticket Agent.

**The Coal Trade.**

The leading coal carrying companies make the following reports of their tonnage for the week ending December 25, and for the year to the same date, compared with their respective amounts carried to the same time last year:

	Week.	1880.	1879.
Reading Railroad ...	100,493	423,573	632,811
Schuylkill Canal.....			38,041
Lehigh Valley .....	73,987	314,008	358,078
Del., Lack. & Western.	53,769	3,479,628	3,792,368
Shamokin Valley ....	17,648	911,757	901,729
Central New Jersey..	53,979	3,735,609	4,064,968
United R. R. of New Jersey .....	21,884	1,160,190	979,866
Pennsylvania Coal ..	17,390	1,110,443	1,864,712
Delaware and Hudson	44,629	3,002,807	3,365,184
Huntingdon & Broad			
Top Mt.....		403,556	301,411
Penn. and New York.	18,648	81,309	65,248
Clearfield, Pa.....	29,187	1,711,098	1,610,266

No report has been received from the Huntingdon and Broad Top Mountain Railroad for the week ending December 25th. The Schuylkill Canal is closed for the season. The total tonnage of anthracite coal from all the regions for the week ending December 25, as reported by the several carrying companies, amounted to 349,664 tons, against 328,865 tons in the corresponding week last year, an increase of 20,809 tons. The total amount of anthracite mined for the year is 23,308,549 tons, against 26,141,420 tons for the same period last year, a decrease of 2,832,871 tons. The quantity of bituminous coal sent to market for the week amounted to 36,018 tons against 90,758 tons in corresponding week last year, a decrease of 54,740 tons. The total amount of bituminous mined for the year is 4,299,813 tons against 3,704,383 tons for the corresponding period last year, an increase of 595,430 tons. The total tonnage all kinds of coal for the week is 385,682 tons, against 419,613 tons in corresponding week last year, a decrease of 33,931 tons, and the total tonnage for the coal year is 27,608,362 tons against 29,845,803 tons to same date last year, a decrease of 2,237,441 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the second week of December was 143,197 tons, of which 104,014 tons were coal and 39,183 tons coke. The total tonnage for the year thus far has been 6,936,748 tons of which 5,223,881 tons were coal and 1,707,867 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region have not been reported since December 18, and amount for the year to 2,041,274 tons, the shipments having about ceased. This is an increase of 382,165 tons over last year. Yearly reports from the office of the Chesapeake and Ohio Canal Company, just made up, show that during the past year 616,428 tons of coal were shipped. Of this amount 160,593 tons were shipped by the Consolidation Company, 100,449 tons by the Borden, 87,276 tons by the American, 92,146 tons by the Maryland, 68,067 tons by the New Central 38,116 tons by the George's Creek, 45,996 tons by the Blaen Avon Company, and the balance by smaller companies. The railroads during the year carried the following coal tonnage from the Cumberland region: Baltimore and Ohio Railroad, 1,219,184 tons; increase over 1879, 222,570 tons. Pennsylvania Railroad, 206,576 tons; increase over 1879, 57,113 tons. Shipments have ceased from Port Richmond.—[Phila. Ledger, Jan. 8.]

—The Central Ohio Railroad Company has declared a dividend of 3 per cent on the preferred and 3½ per cent on the common stock, both payable at the office of the Treasurer of the Baltimore and Ohio Railroad Co., Baltimore.

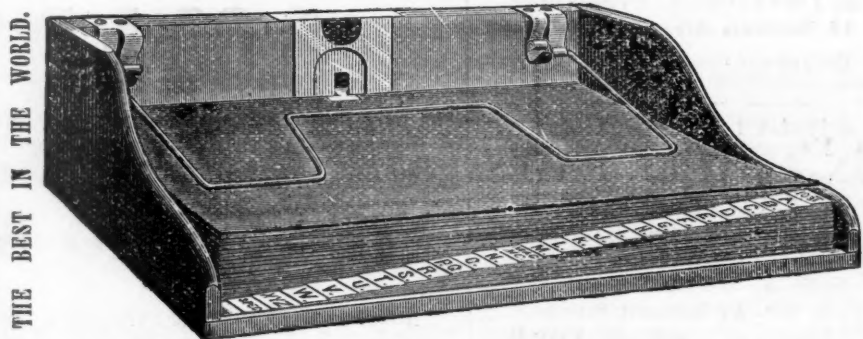
—The Ontario Silver Mining Company has declared its regular monthly dividend of 50 cents per share for December, payable at the office of Wells, Fargo & Co., 65 Broadway, on the 15th inst.

**AMBERG'S PATENT****"PEERLESS" CABINET LETTER FILE.**

(27-FILE CABINET WITH DOORS.)

675 Indexed Divisions, will hold 17,000 Letters.

These CABINET LETTER FILES are made in many sizes containing as few as 6, and as high as 100 or more files each, at prices ranging from \$19 50 to \$500 00. They are elegantly and substantially made, the wood-work being of the best seasoned Black Walnut, and the other parts of Brass and Steel, nickel-plated. They can be arranged for any class of correspondence and can be adapted to any requirement. **OVER 2,000 SOLD IN LAST THREE YEARS.**

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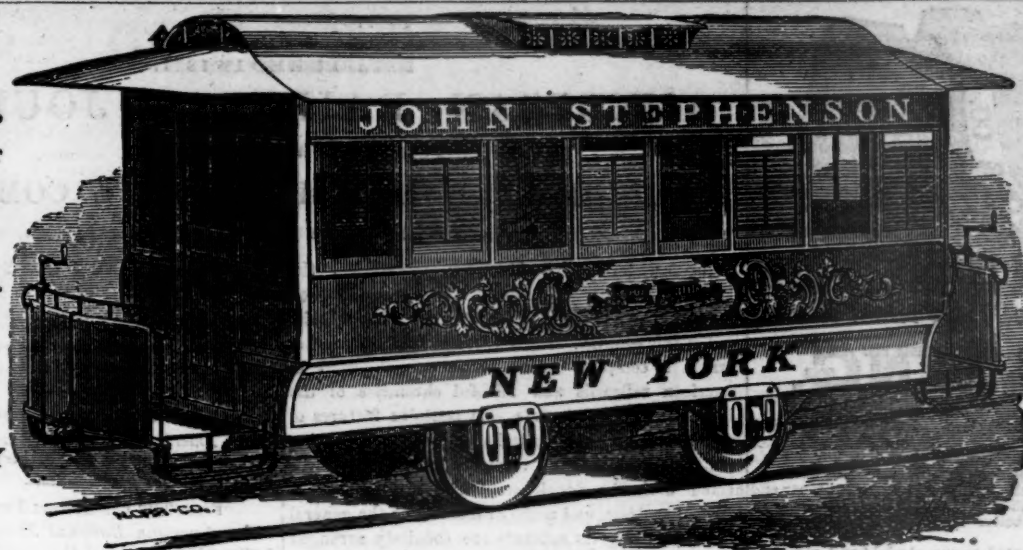
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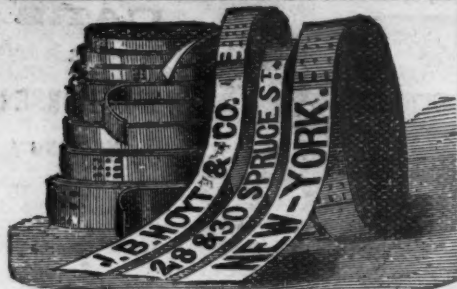
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